BY ORDER OF THE COMMANDER
OGDEN AIR LOGISTICS CENTER (AFMC)

OO-ALC-HAFB INSTRUCTION 13-201

15 AUGUST 1996

Flying Operations

AIR TRAFFIC CONTROL AND FLIGHT OPERATIONS

COMPLIANCE WITH THIS PUBLICATION IS MANDATORY

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This instruction implements *AFPD 13-2, Air Traffic Control, Airspace, and Range Management*. This instruction prescribes air traffic control, flight operation procedures, and associated support for flying operations at Hill AFB. This instruction applies to all assigned and deployed units.

SUMMARY OF CHANGES

Completely revised.

Section A—GENERAL

1. POLICY:

1.1. In the interest of flying safety or when directed by an appropriate air traffic control agency, pilots may deviate from the procedures outlined in this publication.

1.2. Violations of Air Force flying regulations will be processed in accordance with, *AFI 11-206, General Flight Rules.*

1.3. The Commander, 75 Operations Support Squadron (75 OSS/CC) is responsible for administering and enforcing the provisions of this regulation.

1.4. There is no intent to relieve personnel of their responsibility to be familiar with or to comply with other pertinent directives. When conflict with this regulation and other directives is detected, such conflicts will be reported immediately to the 75 OSS/CC.

2. AIRFIELD OPERATIONS BOARD (AOB). The AOB is established to make sure that key base personnel are aware of the problems and the relationships between air traffic control and flight safety; to assist in resolving problem areas within the local ATC system; and to review and establish procedures concerning airspace, traffic control, navigational aids (NAVAIDS), air operations, and safety of all flight activities. The Base AOB will meet quarterly and within 30 days following receipt of a United States Air Force ATC Analysis Report.

3. TERMS EXPLAINED:

3.1. Class "D" Airspace. That airspace within a horizontal radius of five statute miles from the geographical center of Hill AFB and extending from the surface up to but not including 7,800 feet mean sea level (MSL).

3.2. Movement Area. The entire runway and Taxiway A, Taxiways B, C, D, E, G, F, and north and south runup areas. Also, all areas that support aircraft to include: both EOR's; 419 FW, 388 FW, and 514 FLTS ramps; ramps in front of base ops; and ramps to the north and south of Bldg 225 are movement areas.

3.3. Traffic Pattern Saturation. The point where the number of aircraft in the traffic pattern creates a hazard to flying safety or causes undue delay to departing aircraft. The control tower watch supervisor shall determine when the traffic pattern is approaching the saturation point and take necessary corrective measures to alleviate the situation.

NOTE:

For the purpose of this instruction, Hill AFB Air Traffic Control Tower will be referred to as Hill Tower. Hill Consolidated Command Post is abbreviated HCCP.

Section B—AIRDROME INFORMATION:

4. Airfield Operating Hours . Normal daily airfield operation hours are from 0600L to 2200L, except during scheduled Hill AFB tenant unit night flying operations. For contingency operations, Hill Tower and Base Operations can be scheduled for operations outside of the airfield operating hours by coordinating with Airfield Operations Flight (75 OSS/OSA).

5. RUNWAYS 14 AND 32:

5.1. Marked as all weather runways in accordance with AFI 32-1076, *Design Standards for Visual Air Navigation Facilities* and *AFJMAN 11-226, US Standard Terminal Instrument Procedures,* they are 13,500 feet long and 200 feet wide. The first 1,500 feet of Runway 14 and the first 1,000 feet of Runway 32 are concrete. The remainder of the runway is asphalt. The 1,000 foot overruns have a double bituminous surface treatment. The North overrun is weight bearing and the South overrun weight bearing for light vehicles only. The runway gradient is plus and minus one-tenth of one percent. The runway slopes from 4,783 feet MSL at the north end to 4,789 feet MSL at midfield, then to 4,780 feet MSL at the south end.

5.2. Have a wheel load bearing capacity of:

5.2.1. Single wheel - 155,000 lbs.

5.2.2. Twin wheel - 330,000 lbs.

5.2.3. Single tandem - 175,000 lbs.

5.2.4. Twin tandem wheels - 560,000 lbs.

5.3. To preclude heat and blast deterioration: high performance aircraft will not be given clearance to taxi into position and hold on asphalt portions of the runway and will not remain stationary on these portions. (T-33, A-10, C-21, and T-39 aircraft are exempted, but shall minimize operations at high power settings when over asphalt portions.

5.4. To preclude abrasions and deterioration of the surface, large, tandem-wheel aircraft will not normally be allowed 180× turns on the asphalt portions of the runway.

5.5. If more than 3,000 feet of either end of the runway is closed, touch-and-go landings will not be permitted. EXCEPTION: Base assigned C-130 type aircraft may conduct touch-and-goes with at least 6000 feet available provided men and equipment are not on the closed portion of the runway.

6. STANDARD RUNWAY DISTANCE MARKERS. Markers are located every 1,000 feet and 75 feet from the edge of the runway. The distance markers are lighted and indicate remaining distance in thousands of feet.

7. TAXIWAYS:

7.1. Taxiways are lettered from north to south as shown in Attachment 1. Except the south end of Taxiway A and all of Taxiway C, which have 50 foot shoulders, all taxiways have 25 foot shoulders.

7.2. Helicopter Landing Pad 6 is on Taxiway E. Pad 7 is at the intersection of Taxiways A and F. Extreme caution should be exercised when proceeding via these taxiways. Aircraft will not be taxied past Pad 7 on Taxiway A when helicopter operations on the pad are in progress. Taxiing helicopters will use prescribed taxi routes to help eliminate foreign object damage (FOD) problems.

7.3. B-52s landing Runway 14 may exit the runway at Taxiway G or exit the runway at the south runup area. B-52s landing Runway 32 may exit via Taxiway A. (See Attachment 1)

8. FIELD LIGHTING.

8.1. Runway 14 lighting consists of high intensity runway lights, US Standard (ALSF-2) approach light system (2,422 feet long), flush threshold lights, and runway end identifier lights (REIL). Runway 32 has only REIL and threshold lights.

8.2. Standard blue lights are on all taxiways.

8.3. The airport beacon is on top of Building 225.

NOTE:

Building 225 is the hanger located Southwest of the 388 FW ramp, 1,600 East of Runway 14/32.

8.4. Precision approach path indicator (PAPI) lights are located on Runways 14 and 32 and are operated continuously. Brightness settings are controlled by a photo electric cell, not by Hill Tower personnel.

8.5. The Helicopter training area, "Easy Area," is located east of Runway 14 / 32 and consist of five pads. Pads 2, 3, and 5 have amber lights at each corner and Pads 6 and 7 have amber lights at each corner along with the blue taxiway lights. (See Attachment 1)

8.6. In the event of approach light system failure, Airfield Management (75 OSS/OSAM) personnel will send a notice to airmen (NOTAM), revised minima are published on the approach plate, Hill Tower will put an advisory on the automatic terminal information service (ATIS).

8.7. Operation of field lighting systems is the responsibility of Hill Tower. The lights will be operated in accordance with *FAAO 7110.65, Air Traffic Control*, with the following exceptions:

8.7.1. Runway lights. To provide current runway visual range (RVR) information, the runway lights will normally be on continuously during daylight hours when the prevailing visibility is less than two miles.

NOTE:

If Hill Tower is evacuated or closed, Civil Engineering (75 CEG) will assume responsibility for the operation of the field lighting system.

8.7.2. Runway and Taxiway lights will be turned off after local flying is terminated.

8.7.2.1. In the event of a recall of Base Operations and tower personnel when the AMC Alert Area is activated (for Exercises or Real World contingencies), the taxiway lights in the Alert Area will be illuminated immediately. When the alert is terminated they will be turned off.

8.7.2.2. The airport beacon will be lighted when the airfield is open during hours of darkness and during daylight hours when the weather requires operations be conducted in accordance with instrument flight rules (IFR). The beacon will be turned on as required to support after hours contingency operations.

9. TACTICAL AIR NAVIGATIONAL (TACAN) CHECK POINTS.

9.1. North arm/dearm area HIF R-301 at 1.5 DME.

9.2. South arm/dearm area HIF R-164 at 0.8 DME.

9.3. Southwest of helipad 7, HIF R-257 at 0.6 DME.

10. HOT PIT REFUELING AREAS. The following locations are approved as hot refueling areas:

10.1. 419th Fighter Wing (FW) aircraft ramp area, row S, parking spots 2 through 10.

10.2. 388 FW aircraft ramp area: row G, parking spots 2 through 12, and row H, parking spots 2 through 12.

10.3. Hot Pad 6.

11. ACTIVE RUNWAY:

11.1. Hill Tower watch supervisor or senior controller is responsible for selecting the active runway. They will advise the SOF, Base Operations (75 OSS/OSAMB) personnel, FAA, and Weather Flight (75 OSS/OSW) of all runway changes. 75 OSS/OSAMB personnel will inform HCCP of runway changes. Normally, the runway most nearly aligned into the wind is used. Exceptions are as follows:

11.1.1. Runway 14 will be used when the surface wind is less than ten knots regardless of direction.

11.1.2. When the wind reaches ten knots or more favoring the opposite runway, the runway will be changed.

11.1.3. When the surface wind is ten knots or more, the wind favors Runway 32, and when weather conditions are below the lowest circling minima, Runway 14 may be used at pilot's discretion and request.

11.1.4. When conflicting wind information is received on the multiple wind sensors, Airfield Manager, taking into consideration the operational requirements and capabilities of all users, will determine the active runway.

11.2. Runway Change Procedures.

11.2.1. Upon determination by the Tower watch supervisor that a runway change is necessary, Base Operations will be notified and given a projected time to initiate runway aircraft arresting cable reconfiguration to the new runway. Base Operations will coordinate with 75 CEG/CEO (Power Production) or Fire Protection Divison (75 CEG/CEF) to effect the change.

11.2.2. Once the responding agency reports on scene to the Tower that they are ready to proceed, the Tower will interrupt flying activity and advise Base Operations. Base Operations will then close and re-open the runway for aircraft arresting cable re-configuration at each end of the runway. Re-configuration may take 10 - 15 minutes for each end of the runway and during that time any aircraft in the Hill AFB traffic pattern will expect only restricted low approaches, no lower than 500’ AGL.

NOTE:

If an aircraft reports “Minimum Fuel” or any aircraft emergency occurs during the change time, all men and equipment will be cleared from the runway, the runway will be reopened, and the aircraft will land.

12. CONTROL ZONE.

12.1. Hill Tower is responsible for control of all VFR traffic in the Hill AFB Class "D" Airspace. It includes that area within a five statute mile radius of the geographical center of Hill AFB, excluding that portion which lies north of the common coordination area boundary line (paragraph 12.3) up to, but not including, 7,800 feet MSL, reference paragraph 3.1.

12.2. Ogden Municipal Airport, located 4¾ NM north of Hill AFB, has a control tower. The Ogden Tower is responsible for control of all visual flight rule (VFR) traffic within the Ogden Class "D" Airspace, excluding the portion which lies south of the common coordination boundary line. Close coordination will be maintained between ATC agencies.

12.3. Common Coordination Area Boundary Line. A line beginning at a point where the western portion of the respective airport or airbase class "D" airspace boundaries intersect; then east northeast along the common class "D" airspace boundary to Interstate I-15; then northeast to a point where an east-west line overlying 40th Street intersects Riverdale Road; then east along the line overlying 40th Street to the Hill AFB Class "D" Airspace boundary.

NOTE:

The Dee Events Center, which is visible from both Ogden and Hill AFB Towers, is a suitable landmark for the common coordination boundary line.

Section C— FLIGHT PLANNING, GROUND OPERATIONS, DEPARTURES, ARRIVALS, AND NOISE ABATEMENT

13. AIRCREW BRIEFING.

13.1. All transient aircraft commanders are briefed by Base Operations personnel on airdrome hazards, status of navigational aids (NAVAIDS), noise abatement, and bird hazards (BASH). Hill based units will develop their own briefing procedures to ensure aircrews are advised of airfield status and applicable base flying instruction requirements to include Reduced Runway Separation (RRS) standards.. As required, aircrews carrying dangerous cargo are briefed on *AFJI 11-204, Operational Procedures for Aircraft Carrying Hazardous Materials.*

13.2. NOTAMs. Complete NOTAMS are available in base operations. Base Operations will provide predetermined NOTAMs to base agencies via the Automated Weather Distribution System (AWDS) during scheduled flying.

NOTE:

Flying units also receive NOTAMs from Clover Control and Thiokol when flare activity is planned.

13.2.1. On weekends and holidays, individual units should contact Base Operations personnel directly for NOTAMS.

13.3. Weather. A complete weather brief is available at the base weather station (Building 1). Additionally, a weather briefing can be obtained via the telephone.

14. FLIGHT PLAN RESPONSIBILITIES.

14.1. All aircraft departing Hill AFB must file either an IFR or VFR flight plan with Base Operations in accordance with flight information publication (FLIP) General Planning and *AFI 11-206, General Flight Rules*. The IFR flight plan will be used to the maximum extent possible.

14.2. A Letter of Agreement prescribes special IFR air traffic control responsibilities applicable to the FAA, all base tenant units, 299 Range Control Squadron, and 75 OSS/CC. Included are stereo departure, arrival, enroute, hung ordnance procedures and radio failure or emergency procedures.

14.3. Transient aircraft and cross country flight plans will be entered by Base Operations personnel only. Filing direct with the FAA via a FSS is not permitted.

14.4. Base Operations personnel have the primary responsibility for entering flight plans into the FAA computer system. Hill Tower may enter stereo flight plans on a workload permitting basis provided they receive approval from Base Operations personnel of the aircraft call sign and number of aircraft in the flight.

14.4.1. After coordinating with Base Operations personnel, as workload permits, Hill Tower may change any flight plan stored in the center’s computer.

14.4.2. When advised by Hill Tower that their flight data system is inoperative, Base Operations personnel will forward estimated time of arrival (ETA) on all inbound aircraft to the tower and advise them if aircraft is programmed depot maintenance (PDM) delivery, if known.

15. FLIGHT PLAN PROCEDURES:

15.1. When IFR flights are not compatible with mission accomplishment, VFR flights are authorized and will be conducted as follows:

15.1.1. Aircraft will arrive and depart under the control of Salt Lake Approach Control.

15.1.2. Unless permission is granted to contact Salt Lake Approach Control, VFR aircraft within Hill AFB class "D" airspace and all SFO patterns will remain with Hill Tower.

15.1.3. While outside the Hill AFB class "D" airspace (consistent with radio and radar coverage), all aircraft will remain under radio and radar contact with Salt Lake Approach Control, Salt Lake Center, or Clover Control.

15.1.4. All tenant units are authorized to file local stereo flight plans in their individual operations areas and telephone flight plan clearance to 75 OSS/OSAMB personnel. The flight plan will be called in at least 30 minutes before estimated time of departure (ETD) and will include:

15.1.4.1. Aircraft call sign.

15.1.4.2. Number and type of aircraft.

15.1.4.3. ETD (ZULU).

15.1.4.4. Estimated time enroute (ETE) (stereo route).

15.1.4.5. Initial cruising altitude (if applicable).

15.1.4.6. Remarks as necessary.

15.1.5. Exercise quick reaction/scramble flight plans filed during simulated comm land line out periods will use stereo routing only and must be coordinated and approved in advance of the exercise with the airfield manager by exercise planners.

15.2. 75 OSS/OSAMB personnel will:

15.2.1. Copy all information from units via telephone and coordinate with appropriate agencies.

15.2.2. Notify Hill Tower of flight plan data when tower flight data system is inoperative.

15.2.3. Provide selected NOTAMs to base agencies via the Automated Weather Distribution System (AWDS.)

NOTE:

Flying units also receive NOTAMs from Clover Control and Thiokol when flare activity is planned.

15.2.4. On weekends and holidays, individual units should contact 75 OSS/OSAMB personnel directly for NOTAMS.

16. GROUND OPERATIONS. Ground control frequency will be monitored during all ground operations from just before initial engine start to shutdown. Before taxiing, pilots of all aircraft will contact

Hill Ground Control to indicate their intentions to start, taxi, and so forth, and receive taxi clearance. Hill Ground Control will not permit aircraft to taxi (except 388 FW, 419 FW, 514 FLTS aircraft on their respective ramps) until Base Operations personnel have received a clearance request by telephone or a DD Form 175, Military Flight Plan, has been filed and they have notified Hill Tower. Exception: Tenant units may taxi if the appropriate SOF confirms mission and call sign with Hill Tower. Aircraft will not be cleared for takeoff until a flight plan is received.

17. LOCAL AIRCRAFT PRIORITIES. The aircraft priorities listed below will apply at Hill AFB. These local priorities will not take precedence over priorities listed in FAAO 7110.65.

17.1. Actual emergency war order (EWO) launch aircraft will be given priority over all aircraft including emergencies.

17.2. Except for emergencies, taxiing ACC alert exercise aircraft will be given priority over all aircraft.

17.3. Aircraft with scheduled range times will be given priority over low approach and touch-and-go traffic.

18. DEPARTURES.

18.1. For Runway 14 departures, execute a right turnout under Salt Lake Approach Control after 1.5 DME to avoid flying over Layton and Kaysville.

18.2. Departing aircraft, making a missed approach or low approach, will not climb above 6,300 feet MSL until beyond the departure end of the runway. High-performance aircraft departing on a quick climb or F-16 "zoom" departure are exempt from this requirement. When the overhead pattern is active, Hill Tower will advise all transient aircraft of the departure restriction.

18.3. Aircraft departing VFR desiring flight following shall make their request through Hill AFB ground control prior to departure.

18.4. Intersection departures are authorized from all taxiways with the following exceptions:

18.4.1. Runway 14 - Not authorized from taxiway Golf.

18.4.2. Runway 32 - Not authorized from taxiway Bravo.

18.5. All 388 FW, 419 FW, and 514 FLTS aircraft will normally depart under departure control instructions using standard instrument departure or radar vectors. Depot F-16s on Zoom departure are assigned a single radio frequency for duration of the Zoom. This frequency will be at the direction of ATC (Salt Lake Center).

18.6. On departure, lead aircraft will squawk the assigned code for the flight. For formation departures, other than a 2-ship formation takeoff, the last aircraft in the formation will squawk the first two digits of the assigned code followed by two zeros until join up. After join up, all but lead aircraft will squawk stand-by.

19. OPPOSITE DIRECTION TRAFFIC. Aircraft requests for opposite direction operations will be handled as follows:

19.1. Requests will be approved on a traffic permitting basis. Requests will not be approved when the opposite direction operation will conflict with or delay aircraft utilizing the runway in use. Unless visual separation rules are being used, the following will apply:

19.1.1. Coordination shall be accomplished at least 15 flying miles or 5 minutes prior to an opposite departure release.

19.1.2. Unless Salt Lake Approach Control has taken action to make sure separation is adequate prior to transferring control of the opposite direction arrival, opposite direction arrivals will not be permitted within 15 flying miles of the runway when an IFR departure has been released or another arriving IFR aircraft is within 15 flying miles of the runway.

20. NOISE ABATEMENT.

20.1. Traffic patterns and VFR departure procedures have been established in part as a noise-abatement measure. Pilots will avoid flying over densely populated areas, schools, churches, and public buildings to the extent practicable and consistent with safety and mission requirements. Pilots will climb to 6,300 feet MSL as rapidly as possible. After passing the end of the runway, pilots will continue climb as rapidly as ATC guidance and aircraft performance capabilities permit. On VFR landing approach, altitude will be held as long as possible prior to final descent to the runway.

20.2. Flights by the 388 FW, 419 FW, and other fighter aircraft between the hours of 2200 and 0600 local time will be held to the minimum number needed to accomplish training and exercise requirements and require the approval of the Air Base Wing Commander.

21. REDUCED RUNWAY SEPARATION (RRS) STANDARDS. The following RRS standards have been approved by the base ATC board, HQ Air Force Materiel Command (HQ AFMC/IGOF) and HQ Air Combat Command Operation and Training Division for Hill AFB assigned aircraft.

21.1. RRS is authorized for all fighter-type aircraft in the Air National Guard, Air Force Reserve, Air Combat Command, and Air Education and Training Command (AETC). Base assigned C-130s are authorized RRS provided MAJCOM approval.

21.2. RRS is not authorized for transient United States Navy, Marine Corps, or Army aircraft.

21.3. Any aircrew may refuse reduced runway separation. When refused, normal FAAO 7110.65 standards apply.

NOTE:

All aircraft must maintain 500 feet vertical separation when over flying aircraft on the runway. Responsibility for the separation rests with the pilot.

21.4. The minimum RRS is 3,000 feet between similar aircraft and 6,000 feet between dissimilar aircraft. Six thousand feet will also be applied between aircraft operating in formation flight and succeeding aircraft. At night, provided air traffic controllers can determine distances using suitable landmarks, 6,000 feet is the minimum separation for all operations. Otherwise, standard Federal Aviation Administration (FAA) separation will apply.

NOTE:

Similar aircraft means the same airframe; i.e., F-15 to F-15, F-5 to T-38, etc. Dissimilar aircraft means different airframes; i.e., F-15 to F-16 to F-111, etc.

21.4.1. The following similar type aircraft operations are authorized 3,000 feet RRS:

21.4.1.1. Full stop behind a full stop, low approach, or touch-and-go.

21.4.1.2. Touch-and-go behind a touch-and-go or low approach.

21.4.1.3. Low approach behind a low approach.

21.4.2. The following similar type aircraft operations are authorized 6,000 feet RRS:

21.4.2.1. Low approach behind a full stop.

NOTE:

RRS is not authorized for similar aircraft conducting a low approach behind a touch-and-go.

21.4.3. The following dissimilar aircraft operations are authorized 6,000 feet RRS.

21.4.3.1. Full stop behind a full stop or touch-and-go or low approach.

21.4.3.2. Low approach behind a low approach/full stop.

21.4.4. RRS is not authorized for the following dissimilar aircraft operations:

21.4.4.1. Low approach behind a touch-and-go.

21.4.4.2. Touch-and-go behind a touch-and-go/full stop.

21.4.5. Hill AFB assigned C-130s are authorized full stop and low approach RRS 8,000 feet behind base assigned fighter aircraft and other AFMC assigned C-130s.

21.4.6. RRS will not apply to:

21.4.6.1. Emergency aircraft.

21.4.6.2. Aircraft cleared for the option.

21.4.7. RRS will not apply when:

21.4.7.1. The runway condition is reported as WET or SLUSH ON RUNWAY.

21.4.7.2. The weather is IFR.

21.4.7.3. The tower supervisor determines that safety of flight will be jeopardized.

21.4.7.4. The runway surface condition is wet.

22. INSTRUMENT LANDING SYSTEM (ILS) APPROACHES:

22.1. ILS approaches will not be available when any portion of the approach end of Runway 14 is closed.

22.2. If an aircraft has DME, the aircraft on the Localizer will be instructed to report the Hill TACAN 16 DME fix to Hill Tower .

23. UNUSUAL MANEUVERS:

23.1. Air traffic controllers may not approve unusual maneuvers within class "D" airspace if they are not essential to the performance of the flight. Unusual maneuvers are defined as intentionally performed spins, vertical recoveries, or other maneuvers that require pitch or bank angles greater than 90×, and speeds in excess of those in *AFI 11-206, General Flight Rules*.

23.2. Requests for unusual maneuvers must be made through the Chief, Airfield Management (75 OSS/OSAM) and approved by 75 OSS/CC. These requests must be submitted with sufficient lead time to allow detailed review and coordination prior to the time of the event.

23.3. All communications during unusual maneuvers will be on tower frequencies unless other frequencies are prior coordinated.

23.4. Practice circling approaches to the opposite runway will not be approved for other than base-assigned aircraft. "Low closed" patterns by T-38 aircraft are not authorized.

24. DIVERSION AND WEATHER RECALL PROCEDURES: Diversion and weather recall instructions will be relayed through HCCP (Raymond 23) to aircraft and agencies.

25. LIGHT AIRCRAFT LANDINGS AT OASIS CONTINGENCY RUN WAY. All landings at Oasis must be coordinated with the Commander (75 RANS/CC).

26. TRAFFIC PATTERNS

26.1. All VFR arrivals should contact Salt Lake Approach Control for sequencing and advisories while at least 20 miles out. Salt Lake Approach Control cannot sequence to the downwind leg just east of the airfield due to proximity of high terrain.

26.2. Fighter Type Aircraft. Closed traffic patterns will be flown at 6,800 feet MSL (2,000 feet above ground level (AGL)).

26.2.1. Aircraft will turn crosswind at departure end unless otherwise directed.

26.2.2. Midfield Closed. When approved by Hill Tower, aircraft will turn crosswind no earlier than abeam the tower. Midfield closed will not be approved when the "Easy Area," described in paragraph 70 is in use.

26.3. Larger than Fighter Type Aircraft. Closed traffic patterns will be flown at 6,300 feet MSL (1,500 feet AGL).

26.3.1. Runway 32. Aircraft will turn crosswind at departure end to the west unless directed otherwise. If recovering via the Mudflat procedure, aircraft will enter the downwind leg and expect a normal turn to base unless otherwise directed.

26.3.2. Larger than fighter type aircraft in the closed pattern will not be given spacing turns after turning onto the base leg unless required for safety of flight. If a traffic conflict develops, a go-around will be directed with specific clearance instructions.

26.4. Light Civilian Aircraft. Closed traffic pattern will be flown at 5,800 feet MSL (1,000 feet AGL). On Runway 14 and 32, aircraft will turn crosswind at departure end unless otherwise directed.

26.5. Aircraft will maintain pattern altitude until turning base leg. Traffic permitting, Hill Tower may authorize entry onto base leg or straight-in approaches.

26.6. Overhead Traffic Pattern (Initial).

26.6.1. Aircraft executing the Mudflat Recovery (VFR) will maintain 7,300 feet MSL until past Ogden Airport and then descend to 6,800 feet MSL.

26.6.2. The overhead traffic pattern for all aircraft is flown at 6,800 feet MSL (2,000 feet AGL). Aircraft will maintain pattern altitude until turning base.

26.6.3. Runway 14. The VFR entry point is a 7 mile initial which will allow the pilot to maneuver prior to entering the class "D" airspace. Pilot will advise Hill Tower of approach termination upon reaching initial.

26.6.3.1. Aircraft instructed to make a right reentry to initial will reenter initial one mile south of Ogden Municipal Airport at 6,800 feet MSL.

26.6.3.2. Aircraft instructed to make a left reentry to initial will reenter initial one mile north of Ogden Municipal Airport at 6,800 feet MSL.

26.6.4. Runway 32. The VFR entry point is a 5 mile initial. Aircraft instructed to make a left reentry to initial will reenter at a 3 - 5 mile initial. There is no right reentry pattern.

26.6.5. With Hill Tower approval, aircraft may make a short reentry to initial.

26.6.6. Unless Hill Tower directs or approves otherwise, all aircraft will break over the approach end of the runway. Pilots should be aware of departing aircraft and the possibility of these aircraft climbing through the overhead pattern.

26.7. Overhead Traffic Pattern

26.8. Straight-ins Runway 14. On final approach, aircraft will maintain a minimum altitude of 6,300 feet MSL until 7 DME, then 5,700 feet MSL until crossing 4 DME. Non-DME equipped aircraft will maintain a minimum altitude of 5,700 feet MSL until over Ogden Municipal Airport. Hill Tower will advise transient aircraft making a visual approach of this restriction.

26.9. Straight-ins Runway 32. Maintain 6,300 feet MSL until turn to final is complete.

26.10. Whenever the reported ceiling is less than 7,300 feet MSL (2,500 feet AGL), the VFR overhead and fighter closed pattern, defined in paragraphs 26.3 and 26.4 above, will not be flown. The tower watch supervisor or senior controller may, with pilot concurrence and weather conditions permitting, lower the overhead or fighter closed pattern to 6,300 feet MSL or direct a right break or crosswind.

26.11. Tactical Patterns:

26.11.1. Tactical Initial Runway 14. Tactical initial can be flown as either a 2 ship or 4 ship to RWY 14. Elements will depart MUDFLAT, descending to 7,300 feet MSL in tactical line-abreast formation and proceed directly to the VFR entry point described in paragraph 26.6.3. At the VFR entry point a tactical turn will be executed to place the wingman on the west side approximately 4,000 feet line-abreast. After over-flying the Ogden Municipal Airport, the element descends to 6,800 feet MSL. At the approach end of the runway both aircraft initiate a pitchout. Wingman temporarily delay when headed East to roll out on normal downwind ground track. Tactical initial

may be flown at 300-350 knots. Following elements will position themselves 2-4 NM in trail of the lead element prior to reaching the approach end of the runway.

26.11.2. Tactical Straight-in RWY 14. Elements will depart MUDFLAT turning East to intercept a 7-10 NM final. The wingman will remain to the North of lead 1-2 NM line-abreast formation. Additional elements should be 3-5 NM in trail or check to the Northeast at MUDFLAT to intercept the final course North of the element in front of them. Descend to 6,300 feet MSL departing MUDFLAT. Execute an in place 90 degree turn onto the 139 degree course and slow to 250 KIAS. Configure for landing and slow to final approach airspeed, adjusting spacing on the lead aircraft. Complete a visual straight-in.

26.12. If a pilot requests multiple VFR patterns at the end of a IFR mission the IFR clearance is canceled after the first approach.

26.13. Over flight, below 6,000 feet MSL (1,200 feet AGL) of the base munitions storage area is prohibited except during emergencies or when executing a published missed approach under IMC.

26.14. During recoveries all aircraft will squawk normal when flights are non-standard or no longer a flight.

26.15. Fighter type aircraft maximum allowable airspeed within the class "D" airspace is 300 knots, except Tactical overhead (350 knots).

26.16. SIMULATED FLAMEOUT (SFO) PATTERNS. SFOs may be flown by base assigned F-16s during daylight hours only when:

26.16.1. Approved by Salt Lake Approach Control.

26.16.2. Existing traffic conditions permit, and approved by Hill Tower.

26.16.3. VFR conditions can be maintained throughout approach.

26.16.4. NOTE: High key altitude of 14,500 feet MSL is maximum.

Section D—LOCAL FLYING AREAS

27. FUNCTIONAL CHECK FLIGHT (FCF) AREA:

27.1. Hill AFB depot production fixed wing aircraft and tenant aircraft operating from Hill AFB will primarily use R6404; however, any area in the UTTR can be used for FCFs.

27.2. Helicopters operating at Hill AFB, including FCF, may use the "Easy Area". If profiles require more airspace than available in the "Easy Area", it will be flown west of Hill AFB in coordination with Salt Lake Approach Control.

28. AIRCRAFT SYSTEMS VFR FLIGHT CHECK AREA. Aircraft systems flight check area is the area within 100 NM of Hill TACAN below FL 180, excluding restricted airspace, airport or airfield control zones, airways, and congested areas.

29. AEROBATIC AREA. Aerobatics missions will be conducted in the Utah Test and Training Range (UTTR) complex.

30. HILL AFB PARARESCUE DROP ZONE. The Hill AFB drop zone is located east of the control tower between the runway and perimeter road. The target will be located south of the helicopter landing pads and centered between the runway and the road.

31. Hill AFB LOCAL FLYING AREA. The Hill AFB local flying area is normally defined as 38×30' North to 42× North by 114×30' West to 110× West.

Section E—AIRFIELD MANAGEMENT

32. CONTROL OF RAMP AREAS:

32.1. Chief**,** Airfield Management (75 OSS/OSAM) is responsible for:

32.1.1. Assigning aircraft parking areas. Priorities for parking space are based on the assigned Air Force mission of the organization concerned.

32.1.2. Evaluating requests for construction of additional parking areas or modification of existing areas before submission to the Facility Planning Committee.

32.2. Directorates and tenant organizations, in conjunction with the Management Services Divison (OO-ALC/FMB) will coordinate with the 75 OSS/OSAM before accepting aircraft assignments or workloads which would require parking beyond existing capabilities.

32.3. Organizations requiring aircraft parking will:

32.3.1. Submit requests to 75 OSS/OSAM stating requirements.

32.3.2. Unless otherwise directed by the 75 OSS/OSAM, park aircraft only in their assigned areas.

32.3.3. Properly use their assigned areas.

32.4. All proposed signs, changes to parking plans, or construction will be coordinated with the**.** 75 OSS/OSAM.

32.5. Using organizations will request ramp cleaning through 75 OSS/OSAMB personnel.

32.6. For snow removal operations, using organizations will remove excess equipment from ramps.

32.7. The Hill AFB transient ramp is designated a combat aircraft parking area.

33. DRAG CHUTES. Drag chutes will normally be retained with aircraft until parked. The airdrome officer (AO) or Transient Alert (75 OSS/OSCT) will recover chutes inadvertently jettisoned on the airfield. In all instances, the AO or 75 OSS/OSCT will advise Hill Tower when jettisoned chutes have been recovered.

34. CONTROL OF GROUND TRAFFIC:

34.1. Tower Controlled Area. Hill AFB tower controls all ground traffic in the clear zone which includes the main taxiway Alpha, the runway, and the portions of taxiways between them. Vehicles operating in this area must have the ability to communicate with the tower by radio or be escorted by another vehicle that can. Before entering the runway for any reason, permission must be obtained from the tower. When necessary, hand held radios may be checked out from 75 OSS/OSAMB dis-

patch section for temporary use. Extreme caution should be used when driving on this route. If tower personnel observe a vehicle operating in a suspicious manner they will attempt to contact the vehicle. If the tower determines the vehicle is not monitoring the appropriate frequency, the tower must notify 75 OSS/OSAMB or the Airfield Manager, 75 OSS/OSAM. Vehicles operating on the west apron of Taxiway Alpha must stop at all intersecting taxiways.

34.2. If equipped, vehicles operating on the runway will activate their flashing beacons. Otherwise headlights and emergency flashers should be used. If radio contact with the tower is lost, vehicles will immediately exit the runway and proceed to Base Operations to report the failure. Hill Tower will use light gun signals and flash the runway lights if runway evacuation is required and radio contact with the vehicle cannot be established. When advised by the tower to exit the runway, all personnel and vehicles will move a safe distance (at least 100 feet) away from the runway. Exception: Power Production Flight (75 CES/CEOP) and Exterior Electric Flight (75 CEG/CEOE) and vehicles may remain within 100 feet of the runway edge but must be off the paved surface.

34.3. Vehicles which have been operating off paved surfaces or in the salt and sand storage area will not be allowed back on the paved portions of the airfield until the tires have been thoroughly inspected and cleared of debris.

34.4. Hill AFB assigned aircraft will establish and maintain contact with ground control when taxiing clear of the runway. Aircraft stopping to dearm will advise Hill Tower when taxiing from the dearm area.

34.5. All maintenance engine starts and taxi operations will be coordinated with 75 OSS/OSAMB personnel (exceptions noted in paragraph 39.2). Base Operations personnel will notify Hill Tower in advance of scheduled start times and taxi operations.

34.6. Hill Tower will report unauthorized vehicles and pedestrians in the movement area to the Security Police Control Center , ext. 73056. Final responsibility for avoidance of taxiing aircraft rests with vehicle operators.

34.7. When an exercise has not been coordinated, alert vehicles responding to an alert will not be given priority over all emergency aircraft and vehicles (actual alerts will be given priority).

34.8. Alert vehicles responding to a known exercise will be given priority over all aircraft (except emergencies) and all vehicles (except emergency).

34.9. With beacon flashing, the alert vehicle will proceed north on the airfield via Taxiway Alpha to the north hammer head area and hold short of the runway. Via radio or light gun signal, the crew will obtain Hill Tower permission to cross the runway to the Alert Area.

34.10. During the hours of 2200 through 0600, the airfield will be closed. Only airfield construction/ maintenance personnel are allowed on the airfield after hours and work must be coordinated with airfield management. When the airfield opens at 0600 (or at any other time for contingencies), the AO will inspect the runway in accordance with normal airfield opening procedures.

35. CLEARANCE OF OTHER THAN AIR FORCE AIRCRAFT:

35.1. Civil aircraft using ATC facilities may conduct practice low approaches to the Hill AFB runway as long as it does not interfere with the primary mission of the base. Civil aircraft are cleared in accordance with FAA Regulations, *AFI 10-1001, Civil Aircraft Landing Permits, and AFI 10-1002, Agreement for Civil Aircraft Use of Air Force Airfields.*

35.2. Other Department of Defense (DOD) aircraft are cleared in accordance with directives of the service possessing the aircraft.

35.3. *AFI 10-1001, Civil Aircraft Landing Permits and AFI 10-1002, Agreement for Civil Aircraft Use of Air Force Airfields, r*authorizes and restricts certain government personnel, operating their own or leased aircraft, to use Air Force installations under specific conditions. At Hill AFB this authorization will apply only to active duty Air National Guard or reserve military personnel flying private aircraft. All others will not be allowed to land here. The reasons for these restrictions include:

35.3.1. Strong cross-winds from Weber Canyon.

35.3.2. Increasingly heavy, high performance aircraft activity.

35.4. This policy does not apply to Civil Air Patrol, certain contractors, etc., covered by other provisions of *AFI 10-1001, Civil Aircraft Landing Permits, and AFI 10-1002, Agreement for Civil Aircraft Use of Air Force Airfields.*

35.5. Pilots of light aircraft who are authorized to land at Hill AFB will be briefed in advance by 75 OSS/OSAM**.**

35.6. Exceptions to the above restrictions may be authorized by 75 OSS/CC.

35.7. When civil aircraft land without permission or proper authorization, action will be accomplished by 75 OSS/OSAM in accordance with *AFI 10-1001, Civil Aircraft Landing Permits, and AFI 10-1002, Agreement for Civil Aircraft Use of Air Force Airfields.* In addition, 75 OSS/OSAMB personnel will notify:

35.7.1. 75 SPS will respond to the aircraft and take action if necessary.

35.7.2. Customs (if applicable).

35.7.3. The Commander, 75 OSS.

35.7.4. Hill Consolidated Command Post (HCCP) 75 ABW/CP).

36. LOCAL VFR WEATHER REQUIREMENTS. United States Air Force VFR flights are not conducted unless the ceiling is at least 1,500 feet and visibility is at least three statute miles (1,000 feet for helicopters) in accordance with *AFI 11-206, General Flight Rules*. Basic VFR is a ceiling of at least 1,000 feet and visibility of at least three statute miles per United States ICAO standards

37. AIRFIELD WEATHER WATCH. Weather Flight (75 OSS/OSW) maintains an airfield weather watch and disseminates weather data as specified in *OO-ALC-HAFBI 15-101, Weather Support.*.

38. AIRFIELD ADVISORIES. Whenever a condition at the base exists which may affect the flight crew's decision regarding use of the base in accordance with FAAO 7110.65, Hill Tower will give information and assistance to inbound aircraft.

39. AIRCRAFT HIJACKING AND THEFT PROTECTION (see HAFB PLAN 60):

39.1. *AFI 13-207, Preventing and Resisting Aircraft Piracy (Hijacking),* prescribes procedures for operation, movement, and control of aircraft on the ground. That instruction also directs the installation commander to develop plans to resist and manage possible hijackings. HAFB Plan 60 and the provisions of this instruction have been developed to meet this requirement.

39.2. The tenant fighter and test units' aircraft on their respective ramps do not have to call before engine start. Aircraft should monitor frequency 243.0.

39.2.1. Ground control frequency will be monitored during all ground operations from just before initial engine start to shutdown. Before taxiing, pilots of all aircraft will contact Hill Ground Control to indicate their intentions to run up, taxi, and so forth, and to receive taxi clearance. Hill Ground Control will not permit aircraft to taxi (except 388 FW, 419 FW, and 514 FLTS aircraft on their respective ramps) until 75 OSS/OSAMB personnel have received a clearance request by telephone or a DD Form 175, Military Flight Plan, has been filed, and 75 OSS/OSAMB personnel have notified Hill Tower. Exception: Tenant unit aircraft may taxi if their flight plan is confirmed with Hill Tower.

39.2.2. Aircraft cleared to designated engine run up areas will not taxi closer than 100 feet from the active runway.

39.3. 75 OSS/OSAMB personnel are designated as the single base agency for receipt of information concerning unauthorized engine starts or aircraft movements.

40. SONIC BOOMS OR DROPPED OBJECTS:

40.1. Whenever information is received concerning a sonic boom or dropped object, 75 OSS/OSAMB personnel will notify the following offices and pass any other information deemed applicable:

40.1.1. 75 OSS/CC.

40.1.2. Public Affairs (OO-ALC/PA) Officer

40.1.3. HCCP.

40.2. If the pilot responsible is located, the pilot will fill out all flight information and classification on AF Form 121, Sonic Boom Log, and the operations officer, if applicable will check it. Using organizations will maintain and transmit this information in accordance with internal procedures.

40.3. If the cause is undetermined, details of the incident will be recorded by 75 OSS/OSAMB personnel.

41. FIRE PROTECTION SUPPORT TO FLYING OPERATIONS:

41.1. When crash or rescue capability, due to equipment undergoing repairs or participation in off-base accidents or fires, falls below the minimum specified in *AFI 32-2001,The Fire Protection Operations and Fire Prevention Program,* 75 CEG/CEF will immediately notify HCCP, 75 OSS/OSAMB and the control tower.

41.2. 75 OSS/OSAMB personnel will immediately notify the following of the reduced crash or rescue capability:

41.2.1. All aircrews preparing to depart.

41.2.2. The Airfield Manager (75 OSS/OSAM).

41.3. The Air Field Manager through coordination with 75 CEG/CEF and using the guidelines established in *AFI 32-2001,The Fire Protection Operatiosn and Fire Prevention Program,* will determine which activities, if any, will be curtailed during the period of reduced capability. (See Attachment 2)

41.4. When crash and rescue capability has returned to the minimum required, 75 CEG/CEF will notify Base Operations personnel, who in turn will inform activities listed in paragraph 42.2 that normal operations can be resumed.

41.5. The airfield manager will ensure the 75 ABW/CC is informed.

42. RESCUE PROTECTION FOR AEROMEDICAL AIRLIFT AIRCRAFT:

42.1. 75 OSS/CC is designated as the single base agency for coordinating rescue protection notification procedures (see *OO-ALCL-HAFBI 11-301, Air Evacuation Aircraft*).

42.2. Hill Tower will notify 75 OSS/OSAMB personnel when aeromedical airlift aircraft are on a 10 mile final or of any pertinent information concerning arriving and departing aeromedical airlift aircraft.

43. PROGRAMMED DEPOT MAINTENANCE (PDM) AIRCRAFT - RECEIVING AND DELIVERY:

43.1. During normal duty hours and upon confirmation from the pilot that aircraft arriving at Hill AFB is for PDM input, 75 OSS/OSAM personnel will notify 75 OSS/OSCT and Control Room Unit (OO-ALC/LAOPSC). 75 OSS/OSCT will direct the aircraft to the outdoor wash rack pad (south of Building 270).

NOTE:

75 OSS/OSCT personnel crew vans will normally provide transportation for ferry crews.

43.2. For aircraft received at Hill AFB on weekends, 75 OSS/OSAMB personnel will notify 75 OSS/OSCT and LA-Alert.

43.2.1. 75 OSS/OSCT personnel will park the aircraft on the outdoor wash rack (south of Building 270), check the aircraft, and install necessary safety pins and locks. (The aircraft will be grounded.)

43.2.2. TA-Alert will then make all follow on arrangements to accept the aircraft for PDM.

43.3. Aircraft delivery crews arriving at Hill AFB during duty hours will report to 514 FLTS, Building 233. Aircrews arriving after duty hours will report to Building 233. 75 OSS/OSAMB personnel will provide transportation to Building 233.

44. USE OF ASSIGNED VEHICLES: Following procedures govern the use of aircrew and passenger support vehicles.

44.1. Responsibilities:

44.1.1. The 75 OSS/OSAMB specialist on duty is responsible for the proper dispatch and use of flight line taxi.

44.1.2. Vehicle operators will operate the flight line vehicles on runs as instructed by the 75 OSS/OSAMB specialist, perform inspections, make sure vehicles are kept clean inside and out, and make sure that maintenance is accomplished.

44.2. Vehicles are assigned for support of aircrew members and aircraft passengers proceeding to and from the aircraft. Other transportation requests will be referred to the Vehicle Transportation Division (75 ABW/LGT).

45. USE OF AUXILIARY POWER GENERATORS SUPPORTING NA VAIDS:

45.1. Provided commercial power remains reliable and generators have autostart capability, backup power generators supporting NAVAIDS do not have to be placed on line 30 minutes prior to the estimated arrival time of a severe storm. Should the reliability of commercial power become questionable, as determined by 75 CEG/CE, or there is a loss of autostart capability, affected backup generators will be operated in accordance with *AFI 11-218, Aircraft Operation and Movement on the Ground.*

45.2. The following NAVAID facilities are affected:

45.2.1. Solid state instrument landing system (SSILS), Localizer, Glideslope, and TACAN.

46. ILS CRITICAL AREAS. The following glideslope critical area procedures apply to Category I and II ILS systems:

46.1. When the reported ceiling is at or above 800 feet and visibility is at or above two miles, all aircraft will be permitted to proceed to the runway hold line.

46.2. When an aircraft executing an ILS approach is inside the final approach fix (FAF), and when the reported ceiling is less than 800 feet (but at or above 200 feet) or visibility is less than two miles (or at or above ¾ mile (RVR 2,400), all aircraft larger than fighter type and size will be restricted from proceeding beyond the instrument hold line.

46.3. When the reported ceiling is less than 200 feet or visibility is less than ¾ mile (RVR 2,400), all aircraft will be restricted from proceeding beyond the instrument hold line when an aircraft executing an ILS approach is inside the FAF. If an aircraft states that it is performing a coupled or autopilot ILS, no matter what the weather is, no aircraft or vehicles will be permitted beyond the instrument hold line.

47. ATC PARTICIPATION IN EXERCISES. In accordance with *AFI 13-203, Air Traffic Control,* the AOF/CC, airfield manager, and tower chief controller must be briefed in advance of base exercises that involve any ATC facility or the airfield movement area. Because of security considerations, the minimum information which must be included is (1) time of exercise, (2) movement area which is affected, and (3) ATC facilities involved and their degree of involvement.

48. DEPLOYED UNITS/TEMPORARY DUTY (TDY) FLIGHT OPERA TIONS. Deployed/TDY personnel/aircraft assigned to fly with base aircraft will be considered base assigned provided:

48.1. The base unit has provided the following information, in writing, to Salt Lake Approach Control, Hill Tower and 75 OSS/OSA at least five days in advance:

48.1.1. Type of aircraft, call sign, and number.

48.1.2. Dates assigned.

48.1.3. Approximate number of sorties and take off times.

48.2. Aircrews will be briefed on the contents of this regulation, aviation safety, flightline driving hazards, noise abatement, local emergency procedures, and arrival and departure procedures (including reduced runway separation policy).

48.3. TDY aircrews must meet the following requirements before conducting live ordnance operations from Hill AFB:

48.3.1. Be hosted by a unit permanently assigned to Hill AFB.

48.3.2. Each aircrew member will receive, in addition to the briefing listed in paragraph 48.2, a local area briefing, conducted by the host unit. Briefing will include all pertinent data that affect range operations, procedures for carriage and jettison of live munitions (both on and off the range,) and procedures to follow in the event of any live ordnance related emergencies (See paragraph 55).

48.3.3. Each aircrew member must have flown, within the previous 12 months, at least one sortie from Hill AFB to the UTTR bombing range and returned to Hill AFB, or be accompanied by an instructor pilot/flight lead who has met this requirement.

48.3.4. Each aircrew member must be current and qualified in the munition being expended or be under the supervision of an instructor who is current and qualified to provide instruction in that munition.

48.3.5. Each hosted unit will ensure a SOF is available in addition to the hosting unit SOF.

49. AIRCRAFT DIRECTORATE (OO-ALC/LA) ENGINE RUNS. As a general policy, OO-ALC/LA run up and testing of engines will not be conducted between the hours of 2200 - 0600 local time except in hush houses with the outer doors closed. During quiet hour periods, unsuppressed engine runs are prohibited. If it is mission essential to conduct the engine runs between 2200 and 0600, then they must be authorized by the Chief, Aircraft Operations Division (OO-ALC/LAO). Logs recording engine runs outside the approved periods, and the approving official will be maintained. OO-ALC/LAO assumes all responsibility for aircraft theft and hijack prevention in these cases.

Section F—COMBAT CARGO EXPLOSIVE LOADED AIRCRAFT, PARKING AREAS, AND AIRFIELD EXPLOSIVE OPERATIONS

50. COMBAT CARGO EXPLOSIVE LOADED AREA PROCEDURES. The following procedures and operations involving explosives and munitions on the Hill AFB airfield apply to all organizations required to conduct explosive operations at Hill AFB.

50.1. Terms explained:

50.1.1. Combat Aircraft Parking Area. Combat aircraft parking area is any area specifically designated for parking aircraft loaded with combat configured explosives or those being loaded, unloaded, or awaiting loading.

50.1.2. Aircraft Explosive Cargo Parking. An aircraft explosive cargo parking is any area commonly called a Hot Cargo Pad and specifically designated for parking aircraft loaded with transportation configured explosives - those being loaded, unloaded, or awaiting loading. See Attachment 4 for explosive cargo aircraft parking areas and explosive limitations for these areas.

50.1.3. Explosive Limit. Explosive limit is the maximum quantity of explosives in pounds authorized at a Potential Explosive Site (PES). This authorization is determined by the Weapons Safety Divison (OO-ALC/SEW) office and documented on the "Explosive Authorization for Sited Munitions Facilities" form. This form is maintained by the 75 OSS/OSAM office.

50.1.4. Net Explosive Weight (NEW). NEW is the total quantity, expressed in pounds, of explosive material or high explosive equivalency in each item or round. The explosive weight of a given munition can be determined by checking technical order (TO) 11A-1-46.

50.1.5. Aircraft Capacity (A/C). Aircraft capacity is the maximum capacity of explosives authorized for a particular type of aircraft as determined by an aircraft TO.

50.1.6. High Explosive Review Board. High Explosive Review Board reviews requests to fly live ordnance on combat aircraft from this base. The High Explosive Review Board is chaired by 75 ABW/CC and has representatives from 75 OSS/OSA, OO-ALC/SEW, 75 CEG/CEF, Readiness Divison (75 CEG/CEX), Flight Safety Division (OO-ALC/SEF), and other organizations as required.

50.1.7. Live Ordnance. Live ordnance is a munition item with an assigned Hazard Class/Division: i.e. 1.1 (04) 1.2 (08), (12) 1.2 (18) 1.2, 1.3, and 1.4 and must be loaded at a location sited in accordance with *AFI 91-201, Explosive Safety Standards.*

50.1.8. Forward Firing Ordnance. Forward firing ordnance is a munitions item that, if fired, would present a hazard to personnel, aircraft, equipment, or structures located in front of the combat aircraft.

50.1.9. Inert Loaded Nonnuclear Munitions. A munitions item or component whose explosives material has been replaced by inert material.

50.1.10. Empty Nonnuclear Munitions. A munitions item or component whose explosive material has been completely removed, or left out at the time of manufacture, and has not been replace by other materials.

50.1.11. Training Ordnance. Training ordnance is not considered a "live" ordnance. Inert or empty loaded munitions may be loaded at a non-explosive safety site planned location and operate from Hill AFB with the following United States Air Force approved training ordnance:

50.1.11.1. BDU-33 practice bombs.

50.1.11.2. MK-106 practice bombs.

50.1.11.3. 20mm TP ammunition.

50.1.11.4. Inert filled or empty MK-82, MK-84, MK-117, BDU-27, and SUU-30.

50.1.11.5. BDU-8/12/23.

50.1.11.6. Dart (not deployed).

50.1.11.7. IR flares.

50.1.11.8. Chaff cartridges.

50.1.11.9. AIM 9 (captive) or AIM 120 (captive).

50.1.11.10. TGM-65 (captive).

50.1.11.11. 2.75 inch rockets (with inert warheads).

50.1.12. Hung Ordnance. Hung ordnance is any munition item remaining on suspension gear, bomb rack, or dispenser after a release of the item has been attempted.

50.1.13. Unexpended Ordnance. Unexpended ordnance is any munition item remaining on suspension, gear, bomb rack, or dispenser for which no attempt to release has been made.

50.1.14. Hangfire. A hangfire is a missile that fires but fails to depart the aircraft.

50.1.15. Misfire. A misfire is a missile that fails to fire when all appropriate switches were selected.

50.1.16. Non-explosives Loaded Cargo Aircraft. Non-explosives loaded cargo aircraft are cargo aircraft, government or contract, arriving on Hill AFB that do not contain explosives and are not scheduled to be loaded with explosives prior to departure.

50.1.17. Assigned Unit. An assigned unit is any Air Force Materiel Command (AFMC) or tenant unit located on Hill AFB.

50.1.18. Visiting Unit. A visiting unit is a unit not assigned to Hill AFB but temporarily using Hill AFB for training.

51. POLICY:

51.1. Non-assigned flying units will not fly live ordinance from Hill AFB without written authority from the 75 ABW/CC. The 75 ABW/CC may approved the request for live munitions listed in paragraph in this paragraph once the request is coordinated through OO-ALC/SEW and OO-ALC/SEF, 75 OSS/OSA, and the host organization.

NOTE:

If the type of live munition is not listed, then the request may generate a formal review board.

51.1.1. Live MK-82/83/84 and variations of same.

51.1.2. Live CBU

51.1.3. Live 2.75 inch rockets

51.1.4. Live AGM-65 Maverick

51.2. For Air Combat Command (ACC) operational readiness inspections (ORI) and exercises, OO-ALC/SEW has authorized the 388 FW to load previously approved live missiles and 20mm HEI on F-16 aircraft located on the 388 FW ramp. Authorized parking areas are: Spots 3-13, Row A, 3-13 Rows B-F, 3-12 Row G, and 4-12 Row H. OO-ALC/SEW will be notified as soon as possible if this option is to be utilized.

51.3. Live ordnance to be flown by the 514 FLTS will be reviewed by the Technical Review Board and the Safety Review Board to ensure all safety precautions are identified and procedures followed. If 514 FLTS is conducting initial testing of munitions not approved by the Non-Nuclear Munitions Certification Board, 75 ABW/CC will be briefed and may convene a High Explosive Review Board as needed.

51.4. Live ordnance flown by the 514 FLTS is reviewed by the Test Evaluation Board to make sure that required safety precautions are followed. Approval by the Test Evaluation Board and approval by the High Explosive Review Board is not required.

51.5. If required, during STAMP operations, Hot Pad 6 may be used as a cargo aircraft explosives loading location, only when combat aircraft are not on the pad.

51.6. When combat aircraft with live ordnance are recovered at Michael Army Air Field, 75 OSS/CC, and OO-ALC/SEW will be notified.

52. OPERATING INSTRUCTIONS (OI):

52.1. Local operating instructions (OI) will be developed for handling and using munitions on the airfield in accordance with *AFMAN 91-201, Explosive Safety Standards*. The following areas will be addressed in the OI:

52.1.1. Placement and removal of fire and chemical warning symbols at the pads being used.

52.1.2. Notification to 75 CEG/CEF when fire and chemical symbols are required or changed on a pad.

52.1.3. Location of a phone on the run-up pad that may be used for communications if no other means is available.

52.1.4. Provide additional information that the developing organization require to make sure a safe operation will be conducted.

52.2. Explosives OIs that apply to airfield explosives operations must be reviewed by 75 OSS/CC and approved by OO-ALC/SEW.

53. EMERGENCY PROCEDURES: Prior to beginning the explosives operation and at shift change, all personnel will be briefed on:

53.1. Maintaining communications with their organizational control, preferably by radio.

53.2. Required hazard emergency procedures as contained in TOs and OIs.

54. RESPONSIBILITIES:

54.1. 75 OSS/CC will:

54.1.1. Manage all airfield operations involving explosives. Use of combat aircraft parking areas and aircraft explosives cargo parking area is controlled by the Airfield Manager.

54.1.2. Ensure arriving aircraft loaded with explosives are parked on Hot Pad 1 whenever it is vacant (provided the NEW for Pad 1 is not exceeded). Pad 2 will be used only when Pad 1 is occupied.

54.1.3. Monitor Transient Alert (TA) to make sure transient combat aircraft do not contain explosives other than training munitions as defined in paragraph 50.1.11.

NOTE:

Aircraft with forward firing ordinance such as 2.75 inch rocket-loaded aircraft will be parked on Hot Pad 6 or 3.

54.1.4. 75 OSS/CC will establish a program indicating the status of each hot pad, type of explosives present and the using organization.

54.2. When deemed necessary by 75 ABW/CC, the High Explosive Review Board will be activated. When necessary, the board will determine if procedures, technical data, and OIs are adequate for the planned mission.

54.3. Air Terminal (75 ABW/LGTTA) will on-and off-load explosives loaded cargo aircraft as follows:

54.3.1. Use TOs and OIs.

54.3.2. Notify 75 OSS/OSAMB personnel of aircraft, status (up load and down load), parking location, type of material, class division, NEW, destination on uploads.

54.3.3. Make sure the ramp coordinator posts the correct fire hazard or chemical hazard symbol on the pad and notifies 75 CEG/CEF of any symbols posted or changed.

54.4. During standard air munitions package (STAMP) and standard tank rack adapter and pylon package (STRAPP) exercises, the ramp coordinator is responsible for making sure that the proper fire hazard or chemical hazard symbol is placed on each pad and that 75 CEG/CEF is notified.

54.5. OO-ALC/SEW will:

54.5.1. Monitor airfield explosives operations for compliance with safety directives.

54.5.2. Take action (including stopping the operation if necessary) to notify the appropriate agency when a violation of safety directives is found.

54.5.3. Review request from visiting units to fly live ordnance missions from Hill AFB.

54.6. Plans (75 ABW/XP), ext. 75623) will:

54.6.1. Make sure that visiting unit requests to fly ordnance are coordinated (to include OO-ALC/SEW, 75 OSS/CC, sponsoring organization, and other involved agencies) and approved as soon as possible, but not less than 30 days prior to the arrival date of the visiting unit.

54.6.2. Make sure that visiting units intending to fly training ordnance get approval from 75 OSS/CC and coordinate with OO-ALC/SEW.

54.7. Visiting units will:

54.7.1. Park in the transient combat aircraft parking area or hosting units' ramp.

54.7.2. Make sure that requests for parking locations are approved through the sponsoring organization. 75 OSS/CC and OO-ALC/SEW must be contacted if the visiting unit cannot be parked in the transient aircraft parking area.

54.7.3. Adhere to explosives restrictions regardless of where the aircraft are parked.

54.8. 388 FW, 419 FW, and 514 FLTS will:

54.8.1. Schedule the use of hot pads with 75 OSS/OSAM and notify them of any scheduling changes.

54.8.2. Coordinate with all affected agencies to make sure that there are not conflicts in scheduling.

54.8.3. Ensure the use of technical data and OIs.

54.8.4. Make sure that the flying combat aircraft with ordnance from Hot Pad 6 and Hot Pad 3 notify 75 CEG/CEF whenever the fire or hazard symbol is needed or changed.

55. PROCEDURES:

55.1. Loading or unloading of transportation configured explosive cargo will be accomplished on Hot Pad 1 (primary), Pads 2, 3, 4, 5, and 6, and 14 (alternate) as shown in Attachment 1. Explosive quantities for each location are shown in Attachment 3. Post fire hazard or chemical hazard symbols and notifying 75 CEG/CEF in accordance with paragraph 54.3.3.

55.2. Hot Pad 6 is the preferred area currently designated as a combat aircraft loading pad. Assigned units must request use of Hot Pads 3 and 6 through the Airfield Manager at least 15 working days prior to the dates requested. Loading will be accomplished on Hot Pads 3 and 6 with the aircraft pointed into the berm.

55.3. When approved by the Airfield Manager Hot Pad 3 is authorized for local flying units to park and load combat aircraft with live ordnance for exercises, contingencies, or training.

55.4. Explosives loaded combat aircraft will be identified by an armament placard. The requirements for an armament placard in *OO-ALC-HAFBI 91-201, Ammunition and Explosive Movement,* require the placard be sufficient in size to record the type of munitions or explosive items installed.

55.5. Combat aircraft, with forward firing training ordnance (20mm TP and 2.75 inch rockets with inert or WP warheads) may be loaded on the specific combat aircraft parking areas, providing the aircraft are pointed into the berm.

55.6. Primary arm and dearm locations are designated as the north and south EORs.

55.6.1. Before beginning any arm or dearm operation on combat aircraft containing forward firing ordnance, the arm and dearm crew will make sure that there are no personnel or vehicles in front of the aircraft.

55.6.2. Prior to take-off, combat aircraft with forward firing ordnance will taxi to the arm and dearm areas on the end of the runway. Aircraft will be parked before charging or connecting the gun firing lead, removing the launcher's safe or arm devices or the shorting clips, and connecting rocket pigtail to launcher.

55.6.3. Aircraft returning to Hill AFB with unexpended live or training ordnance (including "hot gun") will turn off the runway and proceed into the arm and dearm area and park in the direction indicated. Unit personnel will take the necessary actions to render guns, launchers, dispensers, and racks safe. All aircraft will be dearmed in the arm and dearm areas prior to returning to their designated parking areas or hot pad.

55.7. Hung, misfired, or hangfired ordnance procedures:

55.7.1. Aircraft of the 388 FW, 419 FW and 514 FLTS with hung training ordnance listed in paragraph 50.1.11 are not considered emergencies. Clover Control will be advised as soon as it is determined that an aircraft with hung training ordnance will be returning to Hill AFB.

55.7.2. Aircraft will proceed to Widow, avoiding test facilities at UTTR and populated areas.

55.7.3. Aircraft will make a hung ordnance recovery using the Mudflat straight-in arrival if VMC or recover via the Causeway ILS if in IMC conditions.

55.7.4. In VMC, aircraft with hung ordnance and NORDO will fly the hung ordnance pattern, avoiding populated areas. If IMC and NORDO, aircraft will fly a Promontory Recovery to a TACAN or ILS approach and landing.

55.7.5. Hill Tower will notify 75 OSS/OSAMB personnel only if it appears that something has dropped from the aircraft. If it appears that there is a dropped object or the dearm crew reports the hung ordnance missing, the runway will be closed to all aircraft, except emergencies, until it is checked free of debris by the AO.

55.7.6. When notified that an aircraft is inbound with hung ordnance aboard, Hill Tower will ensure the following procedures are carried out:

55.7.6.1. Coordinate traffic to allow hung ordnance aircraft to make a straight-in, full stop landing and to minimize any possibility of a go-around.

55.7.7. Ordnance on Ogden Air Logistics Center (OO-ALC) missions, as determined and approved by the Technical Review Board and Safety Review Board, and listed in their directives, may be returned to Hill AFB.

55.7.8. Pilots of aircraft with suspected hung external live ordnance will attempt to jettison the ordnance over a designated drop area or on the range. Michael Army Airfield is normally the primary recovery field.

55.7.9. At the pilot's discretion, hung and misfired ordnance carried internally (if the bomb bay doors can be closed) may be returned to Hill AFB.

55.7.10. After the release system has been activated or drops have been attempted or made, pilots will not fly over populated areas or return to Hill AFB with munition dispensers carried externally.

55.7.11. If the aircraft system positively indicates, by actual drop count or by chase aircraft, that bomblets have been ejected, the empty dispensers may be returned to Hill AFB.

NOTE:

All aircraft with any high explosive ordnance item not covered in this regulation, will be recovered at Michael Army Airfield.

55.7.12. OO-ALC/SEW will be notified of any hung ordnance emergency aircraft via the secondary crash system.

55.7.13. Aircraft with unexpended ordinances may fly a normal arrival traffic pattern.

55.8. Certain types of ammunition are as safe after a misfire as they were before an attempt to fire. Prior to each separate munition tested, the Test Review Board and Safety Review Board will decide whether the aircraft will be diverted if a misfire occurs. This decision will be coordinated with 75 OSS/OSAM and OO-ALC/SEW. This information will be included in the test directive for each munition.

55.9. The following procedures should be implemented for recovering malfunctioning AGM-65 Maverick missiles at Hill AFB.

55.9.1. Hold on range for 15 minutes to ensure expiration of battery power.

55.9.2. Declare an emergency with Clover Control.

55.9.3. If in IMC, aircraft will RTB via Causeway ILS/PAR (Rwy 14) or Stansbury recovery (Rwy 32). If in VMC, aircraft will recovery via the Mudflat straight-in procedure.

55.9.4. After landing, have weapons safed at the end of runway (EOR) and taxi to the hot pad.

55.9.5. Munition load crew will inspect Maverick to determine if it is safe. If Maverick is found armed or in an unsafe condition, all operations will be stopped (aircraft engines will be shut down, and aircrew and all nonessential personnel will be evacuated to the proper distance and download will not proceed until cleared by qualified EOD).

55.9.6. If the Maverick is in a safe condition, the EOR crew will install all armament safety pins and will return to the appropriate hot pad.

56. HUNG OR MISFIRED ORDNANCE ON OO-ALC ENGINEERING MU NITIONS FLIGHT TESTS:

56.1. If a hung store is encountered, the pilot has the option of either jettisoning the rack and munition and returning to Hill AFB or diverting. Michael Army Airfield (MAAF) is the primary divert location.

56.2. The pilot will taxi to the NW Decon pad after landing at MAAF. The MAAF transient aircraft crew will install aircraft safing locks. If practical, main gear locks will be installed before engine shutdown. Dugway Proving Ground (DPG) Explosive Ordnance Disposal (EOD) will inspect and safe the munitions (safing pins are stored in the aircraft munition pylons). If the problem is beyond DPG EOD capabilities, the 514 FLTS load crew and 75 CEG/CED Explosive Ordnance Disposal Flight will be contacted for assistance. All nonessential personnel will be evacuated to the proper distance for the type of munitions installed until safing procedures are complete. Download will not proceed until cleared by qualified EOD personnel.

56.2.1. Upon notification of aircraft with hung or misfired ordinance diverting to MAAF, the 514 FLTS munitions load crew will proceed immediately to MAAF, and upon orders from MAAF Base Operations, proceed to the aircraft parking area.

NOTE:

It will take the munitions load crew approximately 2.5 hours from time of notification to arrival at MAAF.

56.2.2. Upon arrival at the aircraft, the 514 FLTS munition load crew will check that all aircraft safety pins have been installed and munitions have been safed before proceeding with download. The load crew will maintain a log of munition inspection results and any problems that arise. The load crew will call the 514 FLTS SOF and/or FLTS/TE upon arrival at MAAF and after download is completed.

56.2.3. Disposition of the hung munition after downloading should be accomplished in accordance with the test directive. The 514 FLTS will send a ground crew and pilot to MAAF to launch the aircraft for the return flight to Hill AFB.

NOTE:

The implementation authority for the above procedures between Hill Air Force Base, Michael Army Airfield, and DPG is contained in an Interservice Support Agreement.

56.3. After aircraft returns to Hill AFB the following actions will take place:

56.3.1. Hot pad load crew will dearm racks.

56.3.2. Aircraft will then be moved to area support.

56.3.3. If the reason for hung ordnance has not been absolutely determined, aircraft will be restricted from munition flight tests until the armament system has been checked, proper investigation performed, and approval obtained to proceed with the test. The following applies:

56.3.3.1. Safety Office (OO-ALC/SE) will be informed of the details of the hung ordnance.

56.3.3.2. The Hung Ordnance Investigation Team (HOIT), chaired by Engineering Division (514 FLTS/TE) must approve the resumption of a test after a hung ordnance problem or any aircraft incident involving munitions. This team is composed of:

56.3.3.2.1. 514 FLTS/TE.

56.3.3.2.2. 514 FLTS Test Operations.

56.3.3.2.3. Armament and Tank Repair Section (OO-ALC/LITDB).

56.3.3.2.4. 514 FLTS/MAFW (load crew)

56.3.3.2.5. OO-ALC/SEF.

56.3.3.2.6. OO-ALC/SEW.

56.3.3.3. If the reason for the hung ordnance is a simple problem, readily identifiable (for example, safing pin left in, opening in cable between rack and munition, etc.), coordination with the HOIT will be accomplished by the 514 FLTS by telephone.

56.3.3.4. If the reason for the hung ordnance is a serious problem or not readily identifiable (for example, only one bomb lug releases, suspect wiring problem in the rack but cannot confirm), a meeting of the HOIT will be called by the 514 FLTS/TE. If a multiple ejection rack (MER) or triple ejection rack (TER) was used on the flight, as a minimum the MER or TER on which the hang up occurred will be removed from the aircraft and sent to the armament shop for inspection. A different MER or TER will be used on the next flight.

56.3.3.5. At the HOIT meeting, if the reason for the hung ordnance cannot be identified, a course of action to reach a solution will be worked out with action items assigned to the appropriate parties. In addition to the offices identified in paragraph

56.3.3.6. Other appropriate personnel (such as a representative from the Munitions Technical Office) who could provide advice or help in solving the problem will be invited.

56.3.3.7. Minutes with action items will be kept of these meetings and distributed by 514 FLTS/TE. Action item results will be reported to the HOIT chairperson and recorded in a closeout report. The closeout report will be completed within one week of receipt of the last action item resolution and distributed.

56.3.3.8. The action item results of the hung ordinance investigation will be annotated in the project folder for the specific munition test involved. The results of the maintenance crew's findings will be entered in the aircraft's AFTO Form 781, AFORM Aircrew/Mission Flight Data Document.

56.3.3.9. If all parties are agreeable after the investigation and compilation of results (either by phone or a HOIT), 514 FLTS/TE will "turn-on" resumption of munition test flights.

56.3.3.10. If HOIT agreement cannot be obtained in a timely manner, the munition project involved will be held in abeyance until the problem is resolved and the aircraft will be rescheduled for other projects.

57. REQUEST FOR DEVIATIONS: Requests for deviations from the requirements in this section or for approval of temporary procedures not covered in this section must be requested in writing through the 75 OSS/CC and OO-ALC/SEW and then approved by 75 ABW/CC. These requests must be submitted with sufficient lead time to allow detailed review of the request prior to approval or disapproval.

Section G—EMERGENCY PROCEDURES

58. PRIMARY AND SECONDARY CRASH ALARMS:

58.1. Hill Tower will activate the primary crash alarm circuit for a system check daily at approximately 0800 local time. Personnel will acknowledge all information passed on the primary crash circuit by stating their initials when their station is called. Upon completion of the primary crash phone check, 75 OSS/OSAMB personnel will activate the secondary crash alarm circuit for a system check daily.

58.2. Hill Tower will also activate the primary crash circuit whenever any of the following conditions exists:

58.2.1. In-Flight or ground emergency.

58.2.2. On-base aircraft mishap.

58.2.3. Off-base accident, when directed by 75 OSS/OSAMB personnel.

58.2.4. No-radio aircraft.

58.2.5. Unauthorized landings.

58.2.6. Suspected or actual hijack.

58.2.7. Emergency Power Unit activation.

58.2.8. Bomb threat.

58.2.9. Barrier engagement.

58.2.10. When requested by 75 OSS/OSAMB personnel, Crash Station, or other competent authority.

58.2.11. When the watch supervisor or senior controller deems it necessary for the safety of personnel or property.

58.2.12. During exercises when directed by competent authority.

58.3. Hill Tower will activate the primary crash alarm circuit for aircraft emergencies, mishaps, or aircraft malfunctions and will relay the following, if available:

58.3.1. Aircraft identification and type.

58.3.2. Nature of emergency.

58.3.3. Landing runway for the emergency aircraft.

58.3.4. Number of personnel on board.

58.3.5. Fuel remaining (hours and/or minutes).

58.3.6. Wind.

58.3.7. ETA in minutes.

58.3.8. Dangerous cargo or munitions.

58.3.9. Remarks (barrier engagement, etc.).

58.4. Upon notification of an aircraft emergency, 75 OSS/OSAMB personnel will activate the secondary crash alarm circuit and relay all available information concerning the aircraft difficulty to Hill Tower. When the 75 OSS/OSAMB duty office is closed due to malfunction, HCCP will activate the secondary crash alarm circuit.

58.5. When 75 OSS/OSAMB personnel receives notification of an off-base crash, they will pass all known information to Hill Tower and request them to activate the primary crash alarm system. 75 OSS/OSAMB personnel will also activate the secondary crash alarm system and pass all available information on. If HCCP receives notification of an off-base incident or accident, they will advise 75 OSS/OSAMB personnel to activate the secondary crash alarm circuit and HCCP will pass on all known information.

59. IN-FLIGHT EMERGENCIES OR MISHAPS:

59.1. During all aircraft emergencies or mishaps, 75 ABW/CC or on-scene commander will have final authority over the airfield.

59.2. During an inflight emergency, aircraft mishap or incident, control and flow of airborne aircraft and those on the ground will be accomplished so that the emergency aircraft will not be jeopardized. Hill Tower will make sure that:

59.2.1. Priority handling of In-Flight emergency aircraft is paramount and the landing area is available for use.

59.2.2. Disruptions of normal operations is minimized consistent with efficient handling of distressed aircraft.

59.2.3. Maximum freedom of operations for crash and rescue equipment responding to actual or simulated emergencies is guaranteed.

59.2.4. A blanket broadcast is made on frequencies 289.6 and 243.0 to advise airborne aircraft of the emergency in progress, ETA, and any necessary information.

59.2.5. To the maximum extent possible, ACC In-Flight emergency aircraft should recover on the discrete emergency frequency (389.8).

59.3. In the interest of safety, it is absolutely critical that only the minimum necessary emergency vehicles respond to an aircraft emergency on the runway. Procedures are as follows:

59.3.1. Initial response on the runway after the emergency aircraft lands will be limited to only essential fire vehicles, AO, and ambulance as directed by the on-scene fire chief. After evaluating the situation the Chief, 75 CEG/CEF will release unneeded fire trucks.

59.3.2. In addition to the fire trucks, AO, and ambulance, the only other vehicles responding will be the on-scene commander, operations group commander of the aircraft concerned, flying safety officer, and 75 OSS/OSCT.

59.3.3. As the situation dictates, all other vehicles (mobile command post, arm-dearm crew, etc.) will remain in their positions south of the tower or on their designated taxiway until requested to proceed to the aircraft or are released by the on-scene commander or AO. The intent is to keep unnecessary vehicles clear of the runway but sufficiently close so they can move in quickly if the need arises.

59.3.4. Barrier maintenance crews 75 CEG/CEOP will be pre-positioned at the respective barriers.

59.3.5. Unless otherwise specifically stated by the AO, the runway will remain open following the arrival of an emergency aircraft. Depending on the nature of the emergency, the AO will inspect the runway for debris or damage. If a runway inspection is required, the AO will close the runway and Hill Tower will suspend operations on the runway. Only the AO can reopen the runway.

59.3.6. If the emergency aircraft requires towing or removal from the barrier, 75 OSS/OSCT personnel will make sure that only those vehicles that are absolutely necessary respond to the aircraft. Normally, only one tow vehicle and one "follow-me" vehicle will respond. Aircraft without radio contact with the tower will be escorted by 75 OSS/OSCT to the parking area.

59.3.7. Extraction of aircraft from runway barriers normally will normally be accomplished by shutting down the aircraft and 75 OSS/OSCT personnel towing the aircraft from engaged barrier when cleared by the On Scene Commander. "Sling Shot" extraction may be accomplished when unforeseen circumstances make this method more advantageous. Decision to use the sling shot method will be made by the On Scene Commander in consultation with the SOF and Pilot-in-Command. "Sling Shot" procedures will be accomplished by 75 OSS/OSCT personnel using hand signals to the aircrew when directed by the On Scene Commander.

59.4. Under certain circumstances, such as damage to a particular aircraft, hydrazine may be released into the air creating hazards to personnel and equipment. The F-16 emergency electrical power supply is driven by hydrazine fuel. If the unit is activated, the pilot will notify the tower using the terms "Emergency Power Unit (EPU) activated." The term hydrazine will not be used unless there has been an actual spill or damage. In either case, the aircraft will be taken to Taxiways B or G and not approached until the hydrazine response team has inspected the aircraft for leaks. Other personnel will remain at least 200 feet upwind.

59.5. In the event the emergency is from an unsafe landing gear indication and fuel permits, Hill Tower personnel will assist the pilot as much as possible in obtaining any desired technical assistance. If the aircraft can remain airborne, technical assistance can possibly be obtained from the SOF, home base, HCCP teleconference, etc.

59.6. When the aircraft must be shutdown on the runway, the AO, or on-scene commander, will contact the shift supervisor assigned to 75 OSS/OSCT and request the aircraft be removed from the runway as soon as possible.

59.7. If the emergency aircraft will make an approach end cable engagement, the pilot will so advise the controlling agency and Hill Tower will relay this information via the primary crash circuit. Two cables are available for a Rwy 14 approach end engagement (prior notice required), but only one cable is available for a Rwy 32 approach end engagement.

59.8. Takeoff Emergencies. Aircraft aborting on the runway prior to brake release will taxi to the quick check area, dearm if necessary, and contact Hill Tower for clearance to taxi against traffic. Aircraft aborting takeoff after brake release should expect a hot brake inspection prior to taxiing to parking. Pilots unable to taxi their aircraft will follow checklist procedures and notify Hill Tower of their intent.

59.9. VFR Emergency Holding. Emergency aircraft will proceed to the VFR emergency holding fix over Fremont Island (HIF TACAN 260/19) and hold at 9,500 feet MSL or as assigned by ATC. Emergency aircraft use this point to reduce aircraft gross weight or coordinate, with the SOF unless emergency or fuel status requires immediate landing. The emergency holding patterns will be adjusted to maintain VFR.

59.10. Radio Failure and Emergency Procedures:

59.10.1. If possible, the aircraft shall remain in VMC or descend below FL180 to VMC within restricted airspace, squawk the appropriate code, and proceed to destination under VFR.

59.10.2. If unable to maintain flight under VFR and the condition is two-way radio failure only, aircraft shall proceed in accordance with current two-way radio failure procedures as published in the Airman's Information Manual (AIM):

59.10.2.1. If radio fails during departure or missed approach while intercepting or proceeding via the assigned radial, the aircraft shall squawk according to established radio failure procedures and:

59.10.2.1.1. If outside Hill TACAN 8 DME and inside the Hill TACAN 22 mile arc, maintain departure routing to intercept the 22 mile arc at 9,000 feet MSL and return to Hill AFB via Causeway 3 Recovery.

59.10.2.1.2. If outside the Hill TACAN 22 mile arc, maintain departure routing, reverse course (remaining within R6404) and proceed direct WIDOE at 11,000 feet MSL and return to Hill AFB via the Causeway 3 Recovery.

59.10.2.2. If radio failure occurs while delaying within the south range (R6402/05/06/07) or associated released airspace, the aircraft will orbit and squawk Mode 3, Code 7600 and proceed from the assigned working area at via the shortest route possible to exit the South range at or below 15,000 feet MSL to intercept WIDOE at 11,000 MSL and proceed via the Causeway 3 Recovery.

59.10.2.3. Aircraft proceeding under condition in paragraphs 59.10.2.1.1., 59.10.2.1.2., and 59.10.2.2. shall continue without delay and execute a TACAN or ILS approach.

59.10.2.4. Radio Failure During a Missed Approach. If radio contact is not established by Hill TACAN 8 DME, the pilot will proceed direct TUMMS and execute the ILS approach to

Runway 14.

59.10.2.5. When aircraft are on radar vectors to an approach to Hill AFB, the pilot will maintain the last assigned altitude and heading, squawk 7600, and intercept the 22 DME arc, and execute the Hill TACAN or ILS approach to Runway 14.

59.11. Radio Failure During Layton Missed Approach. If radio contact is not established by Hill TACAN 8 DME, pilot will climb to 9,000 feet MSL, and intercept Hill TACAN 22 DME arc, arc northeast to intercept the TACAN or ILS final approach course to Runway 14.

59.12. 75 MDG Flight Surgeon's selective Response to Aircraft Emergencies:

59.12.1. A flight surgeon will respond to aircraft emergencies unless exempted by the duty officer.

59.12.2. The SOF will consider each inflight emergency and notify the tower watch supervisor or senior controller when a flight surgeon response is not required.

59.12.3. When notified by the SOF that a flight surgeon response is not required, the control tower watch supervisor or senior controller will make sure this information is relayed to 75 MDG/SG when Hill Tower activates the primary crash circuit.

59.12.4. During weekend flying periods the 419 FW will inform 75 MDG/SG via telephone when a flight surgeon's response is not required.

59.12.5. Any questions by 75 MDG/SG concerning their response to each inflight emergency will be directed to the 388 FW, 419 FW, or 514 FLTS SOFs via the telephone.

59.13. In the event the runway is unusable and the pilot has no alternative course of action but to land immediately at Hill AFB, the pilot will request an emergency landing on Taxiway A. Hill Tower will clear the taxiway and issue a landing at the "pilot's own risk" clearance.

59.14. The Hill AFB runway will be closed when men and equipment are on the active runway. Exceptions for pilots assigned to the 388 FW, 419 FW, and 514 FLTS will be made under the following specific conditions:

59.14.1. The AO must approve the operation.

59.14.2. When an F-16 reaches 1000 lbs of remaining fuel or any aircraft declares an "emergency."

59.14.3. Pilot is able to land in VMC.

59.14.4. There is no wind shear or significant gust factor.

59.14.5. The tower has issued a landing clearance and declared the new displaced threshold.

59.15. When personnel and equipment are on the runway, the AO will relay the best estimate for runway opening to the tower. Hill Tower will then broadcast this information to all aircraft on "Guard" frequency. AO will update this estimate each five minutes or as changes occur.

59.16. The airfield sweeper will respond immediately to the area, but stay well clear of the operation. Prior to reopening the runway, the AO will task the sweeper operator with critical clean-up duties.

59.17. Expeditious clean-up operations are a must. A large portion of Hill AFB traffic is fighters with limited fuel capabilities. The overall objective is to reopen the runway as soon as possible and resume normal operations.

59.18. Supervisor of Flying (SOF) Responsibilities. The function of the SOF is to advise, assist, and recommend actions to be taken to enhance flying operations. The 388 FW SOF will be located in the control tower. The 419 FW SOF will be located at the 419 FW Operations area. The SOF must be aware that presence in the tower is one of an advisory nature and does not constitute authority to direct air traffic. Control of Air Traffic is the responsibility of Hill Tower personnel and radar facility controllers.

59.18.1. Specifically, the SOF will not:

59.18.1.1. Direct traffic. (For example, the SOF will not influence the controller to reorganize the traffic sequence, redirect priority, or direct that an aircraft be broken out of traffic.)

59.18.1.2. Without permission from the watch supervisor or senior controller, key an ATC frequency to communicate directly with an aircraft, except when essential to prevent an imminent accident or incident.

59.18.1.3. Reposition or adjust ATC facility equipment without concurrence of shift supervisor.

59.18.1.4. Direct queries or comments to individual controllers. The facility shift supervisor is the SOF's point of contact in the ATC facility.

59.18.2. To function effectively the SOFs must be continually aware of each relevant event as it occurs during the flying period. The SOFs will not be encumbered with duties or activities which will detract from their ability to give full attention to these matters.

59.19. Command and control airborne emergencies:

59.19.1. To prevent pilot confusion, only ATC agencies and SOFs will communicate with the aircraft.

59.19.2. Only ATC agencies will transmit control instructions.

59.19.3. To preclude interference with the flow of air traffic, non-control information must be provided as expeditiously as possible.

59.19.4. If extensive conversations between the pilot and SOF or an on-frequency conference with other agencies is necessary, it should be conducted on a non-ATC frequency so that service to other aircraft is not jeopardized (See paragraph 59.2.5.).

NOTE:

See OO-ALC-HAFBI 11-301, Air Evacuation Aircraft, for further guidance.

59.20. Hill Tower personnel will monitor the FM Crash Net under the following circumstances:

59.20.1. During emergencies.

59.20.2. When crash personnel are observed responding to a site on or near the airdrome.

59.20.3. During exercises on the airdrome.

59.20.4. When requested to do so by crash personnel.

59.20.5. When deemed necessary by the tower watch supervisor or senior controller.

59.21. Termination of emergencies will be accomplished as follows:

59.21.1. Only the pilot can terminate emergencies while still airborne.

59.21.2. A pilot wishing to terminate on the ground will advise the tower and taxi to a position clear of the runway. The tower will request concurrence from the Chief, 75 CEG/CEF.

59.21.3. If the Chief, 75 CEG/CEF (Chief 2) does not concur, the chief will notify the pilot through Hill Tower of what action is to be taken (shutdown, escort to parking, etc.). The Chief, 75 CEG/CEF will then terminate the emergency as soon as it can be done safely.

NOTE:

Unless there is an obvious external fire and runway entry has been approved by Hill Tower, fire and crash vehicles will not follow the aircraft down the runway.

59.21.4. Non-essential emergency response elements will depart the runway or taxiway as soon as possible after the emergency has been terminated.

60. HOT BRAKES: In the event an aircraft has suspected hot brakes, Hill Tower personnel will advise the pilot and notify 75 CEG/CEF by means of the primary crash system. The aircraft involved will normally use the entire runway length for landing, then taxi to the designated hot brake area. If the brakes are inspected and found safe by 75 OSS/OSCT, the affected aircraft will taxi to normal parking. Hot brake areas are as follows:

60.1. North and south run-up aprons and the portion of Taxiways B, D, E, F, and G between the main runway and Taxiway A. (See Attachment 1)

NOTE:

The first functional check flight (FCF) of PDM aircraft by flight test may result in visible smoke from the wheels due to residual fluids on the brakes. Therefore, a call of "New Brakes" by the 514 FLTS F-16/C-130 aircraft crew to the tower will not require action for suspected hot brakes, unless requested by the flight crew.

60.2. If it is determined that an aircraft has Hot Brakes once in the parking ramp are (e.g. 388th or 419th ramps), the aircraft will park in an area clear of aircraft that may be damaged from a blown tire.

61. JETTISON AREAS:

61.1. The primary jettison area on Eagle Range is VFR only and is located 2,000 feet west of the bomb circle. However, any live drop area can be used to jettison ordnance as directed by Clover Control. Jettison on Eagle Range will be accomplished on a heading of 023 degrees at 6,500 feet MSL, and stores will be dropped when passing abeam the bomb circle or as directed by the Range Safety Officer. Aircraft must contact Clover Control prior to entering R6404.

61.2. Helicopter air or ground gunnery (HAG) range in R6404 comprises ground space located between:

61.2.1. 41×02'00'N 112×52'00'W

61.2.2. 41×10'00'N 112×52'00'W

61.2.3. 41×10'00'N 112×47'00'W

61.2.4. 41×02'00'N 112×47'00'W

61.3. Clover Control will be contacted before entering HAG. In VFR conditions, jettison will be accomplished on a heading of 180 degrees at 6,000 feet MSL. In IFR weather conditions Clover Control will provide radar vectors at a minimum altitude of 8,800 feet MSL. Desired impact is over land just east of the mountain peak located at HIF 252/40 NM (elevation 5,855).

61.3.1. If Clover is not operational, Salt Lake ARTCC shall be responsible for providing a vector to an emergency jettison area located in R6406 (A box bounded by 40 degrees 36 minutes North to 40 degrees 20 minutes North to 113 degrees 35 minutes West to 113 degrees 45 minutes West). The center of this jettison area is at the HIF228087.

61.4. In cases of extreme emergency, the pilot may select any uninhabited area. However, if time permits, jettison will be made between the 10 and 12 NM ARC of the Hill TACAN between 165 and 255 degree radial. The drop will be radar monitored, if practical, and Salt Lake Approach Control or Hill Tower will be notified immediately of the drop location.

61.5. In the event an aircraft requires munitions jettisoning and is in communication with Hill Tower, controller assistance will be limited to:

61.5.1. Providing the location of drop zones.

61.5.2. Obtaining a radio frequency for radar assistance from Salt Lake Approach Control.

62. CONTROLLED BAILOUT: Procedures established by 388 FW and 419 FW to avoid water areas: Hill TACAN 223/60, Michael TACAN 338/24, coordinates 40×35.ON, 113×05.OW.

62.1. In VFR conditions, bailout is at an altitude no lower than the minimum safe altitude AGL for the type of aircraft and equipment being used. The maximum altitude at the bailout point should be no higher than that required for the aircraft to glide 30 NM. Clover Control will be contacted for assistance.

62.2. For bailout under IFR conditions or when navigation equipment is not available for determining position, Salt Lake Approach Control or Clover Control will be contacted for assistance. The recommended IFR bailout point is the same as VFR. The altitudes should be 15,000 feet MSL.

63. TOWER FLY-BYS: A pilot encountering inflight aircraft conditions which are not readily discernible by the crew may be authorized by the tower to fly over the runway at lower than traffic pattern altitude if an external check of the aircraft is necessary. Thereafter, the pilot will conform to the appropriate traffic pattern unless an emergency condition prevents doing so.

64. EMERGENCY LOCATOR TRANSMITTER (ELT) OR CRASH POSI TION INDICATOR (CPI) SIGNALS:

64.1. When Hill Tower receives or is notified of an unscheduled ELT or CPI signal, personnel will immediately notify 75 OSS/OSAMB personnel. The tower will also advise 75 OSS/OSAMB personnel when the signal ends. The primary crash alarm system will not be activated unless advised by 75 OSS/OSAMB personnel. 75 OSS/OSAMB personnel will, in turn, notify Salt Lake Center.

64.2. Direction finding (DF) equipment is operated by the 514 FLTS/DOOOL (Life Support Flight). Upon receipt of a (UHF) ELT or CPI activation, 75 OSS/OSAMB personnel will advise 514 FLTS/ DOOOL to initiate a search. After duty hours, base operations will contact the standby (weekend) representative from 514 FLTS/DOOOL to initiate a search.

65. EVACUATION OF AIR TRAFFIC CONTROL FACILITIES:

65.1. Hill Tower cab will be evacuated anytime the wind speed reaches 83 knots sustained or in gusts.

65.2. The tower cab will also be evacuated any time the facility supervisor deems that the safety of personnel is in jeopardy.

66. ALTERNATE HILL TOWER PROCEDURES:

66.1. When Hill Tower is evacuated, the north RSU at the approach end of runway 14 will be used as an alternate control tower facility.

66.2. Upon notification that tower cab is being evacuated, 75 OSS/OSAMB personnel will:

66.2.1. Notify the following agencies:

66.2.1.1. HCCP.

66.2.1.2. 75 CEG/CEF.

66.2.1.3. Security Police Control Center

66.2.1.4. 75 OSS/OSCT.

66.2.1.5. 75 OSS/OSW.

66.2.1.6. Electrical Unit (75 CES/CEOMF) airfield lighting personnel.

66.2.2. Initiate appropriate NOTAM action.

66.2.3. Arrange for immediate transportation of controllers to and from the RSU.

66.2.4. Provide controllers with a portable FM (BSOPS) radio.

66.2.5. Provide all pertinent NOTAMs and conditions to the RSU.

66.2.6. Monitor both the 75 OSS/OSAMB (ramp net) and 75 CEG/CEF (crash) FM radios for transmissions directed to the Control Tower. Advise calling agencies the tower is being relocated and to remain clear of the movement area until the alternate tower facility is operational.

66.2.7. 75 CEG/SCLM (Job Control).

66.3. 75 CEG/CEF will deliver FM (crash) radio to the RSU.

66.4. 75 Maintenance Control Branch (75 CEG/SCLM) will arrange delivery of a PRC-113 and an FM maintenance net radio to the north RSU.

66.5. 75 CEG/CEM is responsible for operating the airfield lighting system. As required during daylight hours when visibility is six miles or less or at the request of the tower supervisor, an airfield lighting technician will be dispatched to the field lighting vault to adjust intensity settings. The field lighting technician will remain at the lighting vault until released by the tower supervisor.

66.6. 75 OSS/OSW will provide the RSU with current and forecast weather information via telephone as requested.

66.7. ATC operations will consist of a combined local and ground control function and a flight data position. Frequencies 289.6, 127.15, and 243.0 will be monitored. Primary means of communications between the RSU and other base agencies will be via Class A or C telephone, unless FM radio capability exists. A direct landline exists between the RSU and HCCP. Remote status indicators for NAVAIDs are not available in the RSU. Controllers will rely on pilot reports to determine the operational status of navigational aids.

66.8. Aircraft operations will be restricted to mission essential only due to equipment and operational limitations of the RSU. Arrivals will be restricted to full stops. Departures can expect delays. No VFR pattern work will be permitted. Portions of taxi routes are not visible from the RSU. Only those vehicles necessary for the safe movement of aircraft will be allowed on the runway. Vehicle operations on Taxiway Alpha will be kept to a minimum and restricted to mission essential vehicles.

66.9. During emergency situations, initial notification by the RSU will be to 75 OSS/OSAMB personnel and 75 CEG/CEF using FM radios. 75 OSS/OSAMB personnel will advise 75 MDG/SG.

66.10. Due to the wide variety of flying missions that must be supported at Hill AFB, the RSU will not be used to control active traffic during evaluations, exercises, or inspections.

67. HOSPITAL EMERGENCY HELICOPTER LANDINGS (LIFE FLIGHT): The emergency helicopter landing area is located on the grass area to the east of the flight surgeon's annex. (It is a small building located at the north end corner of the hospital complex.) Prior to aircraft landing, hospital personnel will coordinate with Hill Tower, base fire department and security police to ensure the area is clear of vehicles, personnel, and obvious hazards. They will ensure vehicular traffic is rerouted from the immediate area. (See Attachment 4)

Section H—HELICOPTER

68. GENERAL: Detailed operating procedures and other applicable data are contained in unit directives. Attachment 1 depicts helicopter pads.

69. HELICOPTER OPERATIONS TO, FROM, AND WITHIN THE HILL AIRFIELD TRAFFIC AREA:

69.1. VFR corridor system with radar monitoring and traffic advisories has been established to standardize and control the flow of helicopter traffic outside of the normal traffic flow to the active runway. (Radar monitoring is not available east of the runway.)

69.2. 75 OSS/OSAMB personnel will:

69.2.1. Copy all clearance information from unit operations via telephone.

69.2.2. Notify Hill Tower of flight plan data including the statement "Emergency Rescue" if so filed.

69.3. When "Emergency Rescue" is included in the clearance, 75 OSS/OSAMB personnel and ATC personnel will give priority for taxi and take off over all normal air traffic.

70. HELICOPTER PROCEDURES FOR EAST TRANSITION AREA. Hill Tower and helicopter aircrews will refer to the helicopter area just east of the runway as "Easy Area." The "Easy Area" is defined as that area of the class "D" airspace bounded on the west by a line of 1,000 feet east of the extended centerline of Runways 14 and 32, on the south and east side of the class "D" airspace lateral boundary, and on the north by a line beginning at the north end of Runways 14 and 32 extending southeast, parallel to the Hill AFB and Ogden Municipal Airport common central class "D" airspace boundary, then to the northeast edge of the class "D" airspace at or below 5,700 feet MSL.

71. SPECIAL VFR OPERATIONS: Local helicopters may conduct special VFR operations within the "Easy Area" of the Hill AFB class "D" airspace provided an appropriate ATC clearance is received and Salt Lake Approach Control, through Hill Tower, approves the operations. Unless pilots agree with other helicopter pilots to maintain visual separation within "Easy Area," operations will be restricted to one helicopter at a time in the area. Pilots will be advised to terminate special VFR operations for any arriving and departing IFR Hill traffic. Pilots can expect a minimum of three minutes notification for special termination.

72. HELICOPTER LANDINGS ON HILL AFB AT OTHER THAN DESIG NATED AREAS: These landings must be approved by 75 OSS/OSA. See lifeflight helicopter procedures in paragraph 67. Small arms range east of the perimeter fence must be avoided.

Section I—KC-135 OPERATIONS

73. GENERAL. The KC-135 aircraft flown by the 151st Air Refueling Wing, Utah Air National Guard, are considered to be a tenant unit of Hill AFB. Every effort will be made to accommodate their flying activities.

74. PROCEDURES. The following restrictions apply to KC-135 aircraft:

74.1. Aircraft will not turn out of traffic after takeoff until 1.5 DME.

74.2. VFR traffic patterns will be flown to the west of the airfield whenever traffic conditions permit.

74.3. In order to protect the ILS and glideslope critical area, all aircraft operating from the alert area will not cross the instrument hold line until takeoff clearance has been issued.

75. NORMAL KC-135 OPERATIONS DEPARTING HILL AFB.

75.1. . Filing Procedures.

75.1.1. During normal hours the UTANG Base Operations personnel will input flight plans into the flight data system with Hill AFB addressed as a recipient. Hill AFB Base Operations will “Roger back” the receipt of the flight plan. So that Hill AFB will have a file copy of the DD-175, Military Flight Plan the UTANG Base Operations will FAX a signed copy of the DD-175 to 75 OSS/OSAMB at DSN 777-2221.

75.1.2. If the UTANG Base Operations personnel are not available, or if the DD-175 can not be entered at the UTANG Base, the crew, SOF, or Command Post will FAX a signed copy of the DD-175 to 75 OSS/OSAMB at DSN 777-2221 with a request that Hill AFB Base Operations enter the DD-175 into the flight data system. A follow up call will be made at Base Operations at DSN

777-1861 to ensure the FAX received and the request for Hill AFB to input the flight plan was understood.

75.1.3. If neither the UTANG nor Hill AFB can enter the flight plan, the UTANG will file via telephone with Cedar City Flight Service with a request that both the UTANG and Hill AFB be addressed in the input. So that Hill AFB will have a file copy of the DD-175, the UTANG Base Operations will FAX a signed copy of the DD-175 to 75 OSS/OSAMB at DSN 777-2221.

76. SPECIAL OPERATIONS.

76.1. Filing procedures will be the same as paragraph 75.1. except that the DD-175 may not have a signature. A signed copy of the DD-175 will be on file with the 151 ARW.

76.2. After hour operations. If it is necessary to launch the SPECAT sortie during the period when Hill AFB is closed, the UTANG Command Post will notify Hill AFB Consolidated Command Post, DSN 777-3007. HCCP will recall Base Operations and tower personnel. The airfield must be open no later than 2 hours after notification. If the mission requires the airfield to be open in less than 2 hours, the UTANG Command Post will indicate the item when the airfield must be available.

76.3. Traffic Priority. The SPECAT sortie may not require an “immediate” launch, however, it will have priority over all other aircraft except emergencies. If there is any question as to priority or timing the SPECAT crew will inform the tower the required sortie launch time. Every effort must be made to meet the launch time.

76.4. Other than priority handling, no special attention or flagging will be given to the SPECAT sortie that would draw attention to its mission.

77. SINGLE INTEGRATED OPERATIONAL (SIOP) PROCEDURES.

77.1. Actual SIOP Operations.

77.1.1. After hours notifications. If it is necessary to generate 151 ARW aircraft at Hill AFB during the period when Hill AFB is closed, the UTANG Command Post will notify the HCCP at DSN 777-3007 that the airfield must be opened for aircraft recoveries and launches. The HCCP will recall Base Operations and tower personnel. The airfield must be opened as soon as possible following notification.

77.1.2. Actual SIOP launches will follow BUSTOUT procedures. No flight plans will be filed but the UTANG Command Post or the Alert Command Post will notify tower of any engine starts, taxi, or launch operations.

77.1.3. Traffic Priority. SIOP aircraft taxiing or launching will have priority over all other aircraft, including emergencies, except the SPECAT sortie. If a conflict develops between the SPECAT and SIOP aircraft, the SPECAT aircrew will clarify who will have priority. Every effort must e made to ensure the required launch time will be met.

77.1.4. If the runway is closed:

77.1.4.1. Tower will immediately clear all aircraft and vehicles from Taxiway A.

77.1.4.2. Actual SIOP aircraft will be given top priority for an immediate Taxiway A takeoff.

77.1.4.3. Tower will maintain a visual watch to ensure all traffic maintains clear until the

SIOP launch is complete. (This should be several aircraft).

77.1.5. Fuel Dumping . If actual SIOP launch is in progress and operational necessity requires dumping fuel prior to launch, SIOP aircraft will position themselves so as to dump fuel off the asphalt portion of the taxiway before taking the active runway for takeoff.

77.2. Exercise Procedures:

77.2.1. Alert aircraft may start engines, but will not taxi in connection with a SIOP exercise. Aircraft may taxi and takeoff after termination of a SIOP exercise. If so, such an operation will be in accordance with normal peacetime operations and procedures.

77.3. AMC Alert Vehicle.

77.3.1. Alert vehicles responding for any reason, except for a known SIOP exercise, will be given priority over all aircraft including emergencies.

77.3.2. Alert vehicles responding to a known SIOP exercise will be given priority over all aircraft except emergencies.

77.3.3. If the normal alert vehicle response routing is congested with ground traffic, the active runway may be used as necessary.

77.4. Cartridge Engine Starts. KC-135 aircraft may utilize cartridge configured quick engine start procedures either during exercises or for actual SIOP operations. The 151 ARW is responsible for control and safety of personnel on the alert ramp. During exercises, cartridge engine starts will be pre-coordinated with 75 OSS, 75 ABW/XP, and other Hill AFB agencies as needed. The 151 ARW Command Post or Alert Control will notify Hill AFB Tower, Security Police, Fire Department, and HCCP of any SIOP exercises or actual engine starts.

78. OTHER CONTINGENCY OPERATIONS.

78.1. Filing procedures will normally be the same as paragraph 75.1. If different procedures are required they will be coordinated at the time.

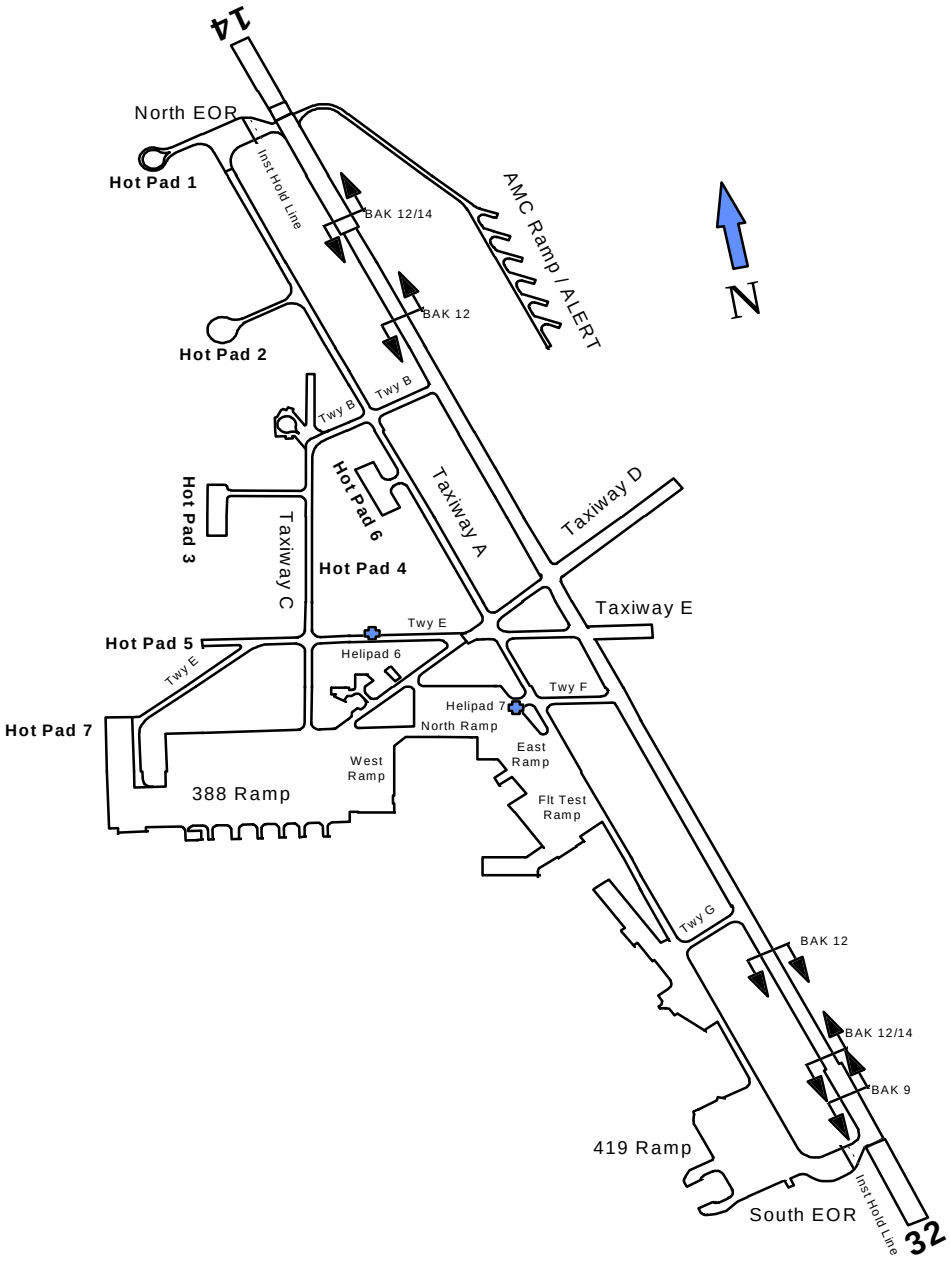
78.2. After hour notification. If it is necessary to generate 151 ARW aircraft when Hill AFB is closed, the UTANG Command Post will notify the HCCP at DSN 777-3007 that the airfield must be opened for aircraft recoveries and launches. The HCCP will recall Base Operations and tower personnel. The UTANG Command Post will specify the earliest anticipated time the airfield will need to open.

78.3. Traffic Priority. Contingency sorties will be afforded priority as specified in the applicable OPLAN. Every effort must be made to ensure the required launch time will be met.

78.4. Exercise Procedures. The starting, taxi, takeoff, and landing of exercise contingency sorties will be pre-coordinated with Hill AFB. Normal procedures will be adhered to as much as possible.

ROBERT S. LUNDIE, Lt Colonel, USAF
Commander, 75 OSS

Attachment 1
MAP



Attachment 2

Firefighting and Rescue Capability Chart

RECOMMENDED ACTIONS				
	Level A **140 & Above**	**Level B** **101-139**	**Level C** **76-100**	**Level D** **0-75**
Normal Flying	Continue	Continue	Consider Curtail	Stop
Nonalert Area A/C Maintenance Fuel/Defuel Fuel Cell Repair	Continue	Consider Curtail	Consider Curtail	Stop
Alert Area A/C Maintenance Fuel/Defuel Weapon Load/Unload	Continue	Consider Curtail	Consider Curtail	Stop
Alert Exercise A/C Quick Start	Continue	Consider Curtail	Stop	Stop
Airborne Emergency	Continue	Consider Divert	Divert, if Able	Divert, if Able

LEVEL A: Firefighting and rescue capability is adequate to cope with common emergencies involving aircraft and structures. No vehicle or manpower limitations exist beyond built-in acceptable risk. Continue normal activity.

LEVEL B: Firefighting and rescue capability is less than that needed to assure successful aircraft firefighting and rescue involving large aircraft or structural fire suppression. Consider curtailing hazardous maintenance activities such as fuel systems work in facilities without properly installed fire protection systems. Consider reducing large aircraft movements.

LEVEL C: Firefighting and rescue capability is minimal. Vehicle or manpower limitations will prevent successful firefighting and rescue from any aircraft when a fire is beyond its incipient stages. Consider stopping all aircraft maintenance activities performed inside, all fuel cell repair, and all aircraft movements which are not mission essential.

LEVEL D: Firefighting and rescue capability is almost nonexistent. Vehicle or manpower limitations are expected to prevent successful firefighting or rescue. All activities which create or contribute to increased fire risk should cease, including all aircraft movements and maintenance.

Attachment 3

Combat Aircraft Parking Areas

Cargo Aircraft
HOT PAD 1
CL/D 1.1 - 20,000
(04) (08) 1.2 - A/C Cap
(12) 1.2 - 110,000
(18) 1.2 - 0
1.3 - 300,000
1.4 - A/C Cap

Cargo Aircraft
HOT PAD 2
CL/D 1.1 - 250,000
(04) (08) 1.2 - A/C Cap
(12) (18) 1.2 - 500,000
1.3 - 200, 000
1.4 - A/C Cap

Cargo Aircraft
HOT PAD 3
C/L D 1.1 - 110,000
(04) (08) 1.2 - A/C Cap
(12) (18) 1.2 - 500,000
1.3 - 200,000
1.4 - A/C Cap

*Combat Aircraft
CL/D 1.1 - 55,000
(04) (08) 1.2 - A/C Cap
(12) 1.2 - 500,000
(18) 1.2 - 0
1.3 - 100,000
1.4 - A/C Cap

Cargo Aircraft
HOT PAD 4
CL/D 1.1 - 30,000
(04) (08) 1.2 - A/C Cap
(12) 1.2 - 5000,000
(18) 1.2 - 0
1.3 - 1,000,000
1.4 - A/C Cap

Cargo Aircraft
HOT PAD 5
CL/D 1.1 - 8,000
(04) (08) 1.2 - A/C Cap
(12) 1.2 - 500,000
(18) 1.2 - 0
1.3 - A/C Cap
1.4 - A/C Cap

Cargo Aircraft
HOT PAD 6
C/L D 1.1 - 73,428
(04) (08) 1.2 - A/C Cap
(12) 1.2 - 125,000
(18) 1.2 - 0
1.3 - 500,000
1.4 - A/C Cap

Cargo Aircraft
HOT PAD 11
CL/D 1.1 and 1.2
Not Authorized
(12) 1.2 - 5000,000
1.3 - 1,000
1.4 - A/C Cap

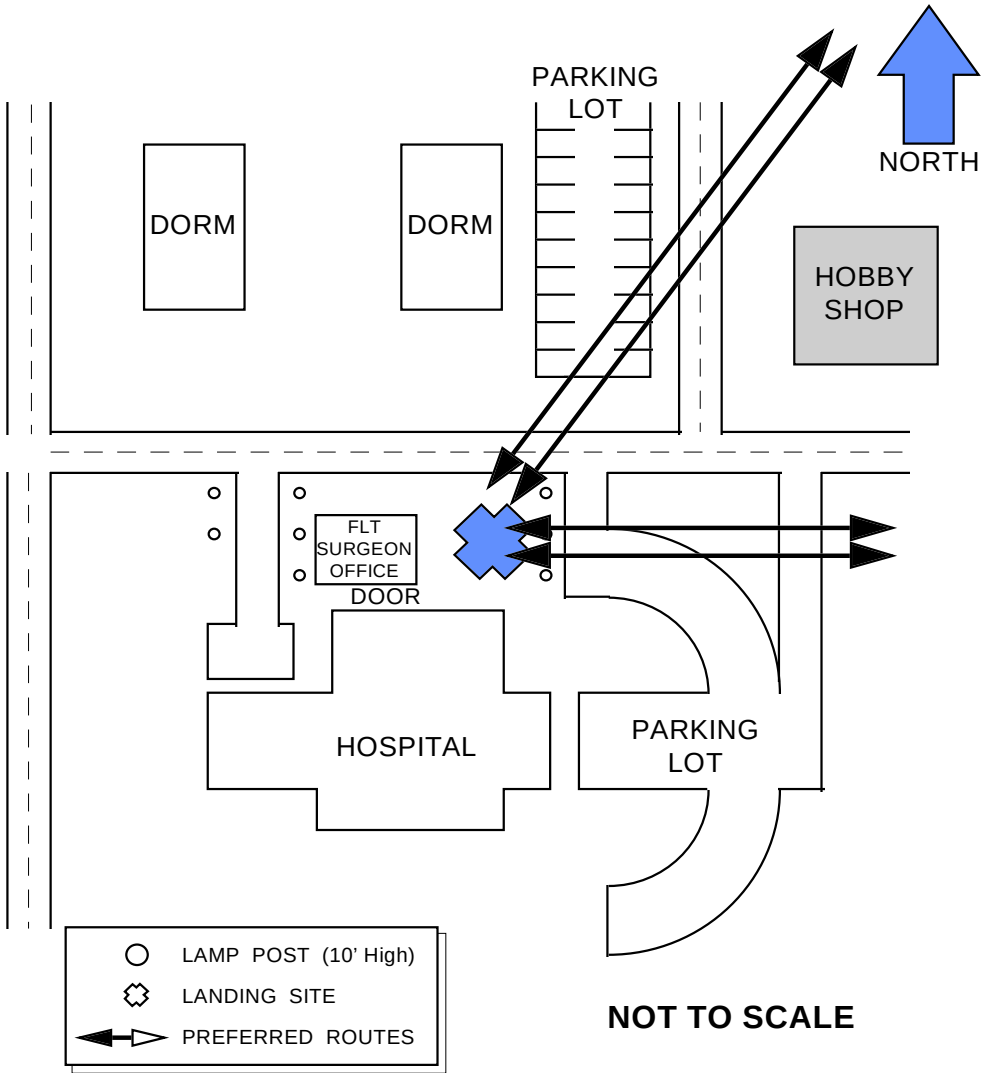
Cargo Aircraft
HOT PAD 12
CL/D 1.1 and 1.2
Not Authorized
1.3 - 1,000
1.4 - A/C Cap

Cargo Aircraft
HOT PAD 13
CL/D 1.1 and 1.2
Not Authorized
1.3 - 1,000
1.4 - A/C Cap

Cargo Aircraft
HOT PAD 14
C/L D 1.1 - 3,000
(04) 1.2 - A/C Cap
(08) (12) (18) - 0
1.3 - 125,000
1.4 - A/C Cap

Attachment 4
HELICOPTER HOSPITAL LANDING AREA

HELICOPTER HOSPITAL LANDING AREA



Attachment 5

COMMON WORDS AND PHRASES USED BY HILL TOWER

Acknowledge	-	Tower controller expects a response from the vehicle being addressed.
Hold Short	-	Remain off the runway by 100' or prior to the hold line.
Report off	-	Advise the controller once your vehicle is off the runway.
Proceed on	-	Permission has been granted by the controller to enter the runway at the point specified. The word "cleared" is only for aircraft transmissions. The word "proceed" is used for vehicles.
Expedite	-	Used when, due to aircraft traffic, there is a need for the vehicle to exit the runway without delay.
Standby	-	The controller is busy with other functions and cannot speak to you at this moment. If the controller has not responded in 3 minutes, re attempt contact.
Go ahead	-	The controller is advising the vehicle operator to state his request. Should not be interpreted to mean "proceed on". Normally will not be used by controllers.
Yield to	-	There is an aircraft with the right-of-way in your area that you must yield to.
Roger	-	When used by the controller, means he has heard your request or information and is coordinating with the appropriate controller. Does not mean your request is approved. Await further instructions.
Unable	-	Your request cannot be approved at the present time.
Abeam	-	Controller is addressing a vehicle near a general position on the airfield.
Affirmative	-	Yes.
Negative	-	No.
Approved	-	Request by vehicle operator has tower approval.
Correction	-	The last transmission from the controller has been changed/amended.
Parallel	-	Taxiway A.
Proceed across at ____	-	Self Explanatory.
Say Again	-	Repeat your last transmission.
Verify	-	The controller is double checking/confirming your last transmission. If correct, advise in the affirmative.

If a vehicle, approved on the runway, cannot be contacted by radio, the controller will turn the runway edge lights intensity up and down until contact is made. If there is no response, the controller will direct a light gun signal from the tower, so occasionally look towards the tower. Another method is to have an Operations or Transient Alert individual make contact with the vehicle. All vehicles requesting entry onto or near the runway will contact the tower prior to passing the hold lines or any closer than 100' must be in 2-way comm if taxiways 2, 5, 6, and 7 (east of taxiway A) from the runway edge. Always, for your safety and the safety of others, look both directions before entering/crossing the runway. If crossing the runway, cross as quickly as practicable. If on the runway accomplish a task complete/quickly as possible. If you require a block of a time to accomplish a task on the runway, advise the controller of approximately how long you need.

Attachment 6

Glossary of Terms

A/C	-	aircraft capacity or aircraft
ACC	-	Air Combat Command
AGL	-	above ground level
AO	-	airdrome officer
ATC	-	Air Traffic Control
ATCAA	-	Air Traffic Control Assigned Airspace
ATIS	-	automatic terminal information service
CPI	-	crash position indicator
DME	-	distance measurement equipment
DPG	-	Dugway Proving Ground
ELT	-	emergency locator transmitter
EOD	-	Explosive Ordnance Disposal
EOR	-	End of Runway
EPU	-	emergency power unit
ETD	-	estimated time of departure
ETE	-	estimated time enroute
FAF	-	final approach fix
FCF	-	functional check flight
FLIP	-	flight information publication
FOD	-	foreign object damage
HAG	-	helicopter air or ground gunnery
HCCP		Hill Consolidated Command Post
HOIT	-	Hung Ordnance Investigation Team
IFF	-	friend or foe
IFR	-	instrument flight rules
ILS	-	instrument landing system
IMC	-	instrument meteorological conditions
MER	-	multiple ejection rack
MSL	-	mean seal level
NAVAIDS	-	navigational aids
NEW	-	net explosive weight
NOTAM	-	notice to airman
ORI	-	operational readiness inspections
PAPI	-	precision approach path indicator
PDM	-	program depot maintenance
RCR	-	runway condition report
REILS	-	runway end identifier lights
RRS	-	reduced runway separation
RTB	-	return to base
RVR	-	runway visual range
SFL	-	sequenced flashing lights
SFO	-	simulated flameout
SIOP	-	Single Integrated Operational Plan
SOF	-	supervisor of flying
SPECAT	-	An AMC Special Category Sortie
STAMP	-	standard munitions package
STRAPP	-	standard tank rack adapter and pylon package
TACAN	-	tactical air navigation
TER	-	triple ejection rack
TO	-	technical order
UTTR	-	Utah Test and Training Range
VFR	-	visual flight rules
VMC	-	visual meteorological conditions